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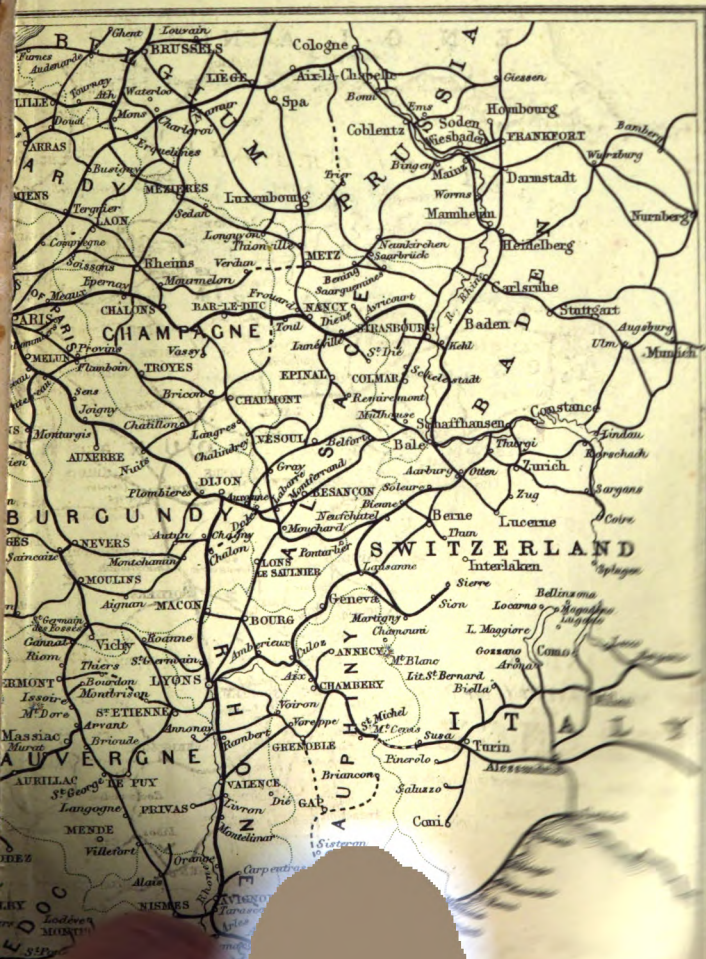
GUIDE TO THE  
NORTH-EAST OF FRANCE  
BELGIUM AND HOLLAND  
THE VALLEYS OF THE RHINE AND THE MOSELLE  
AND THE  
SOUTH-WEST OF GERMANY

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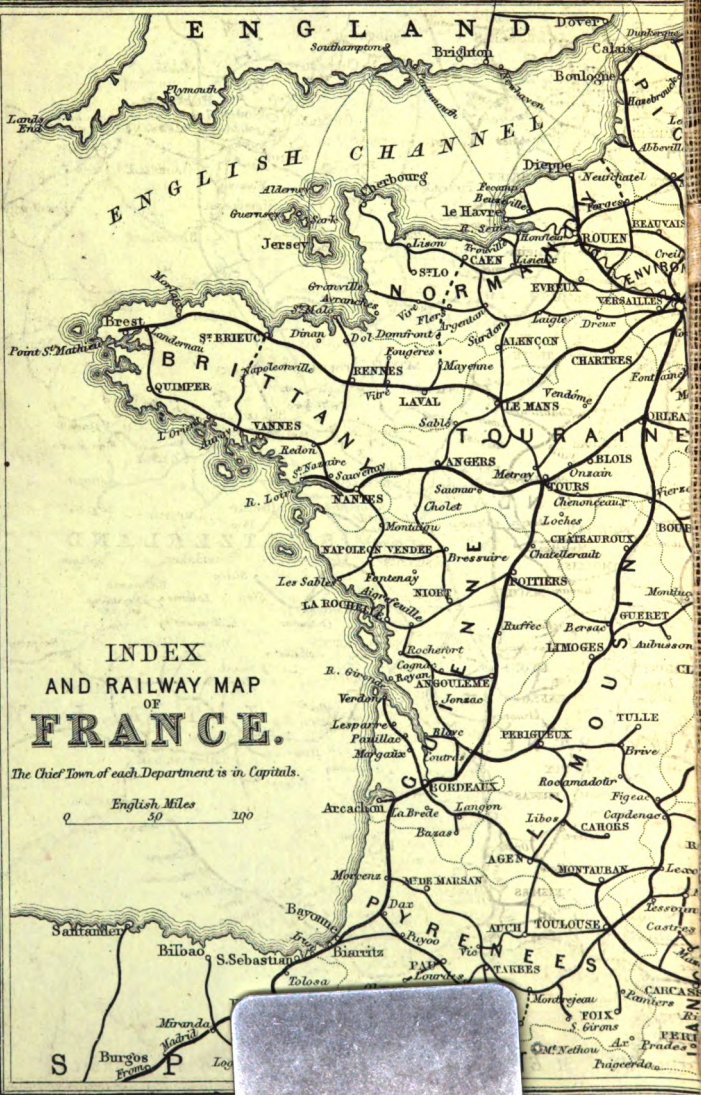
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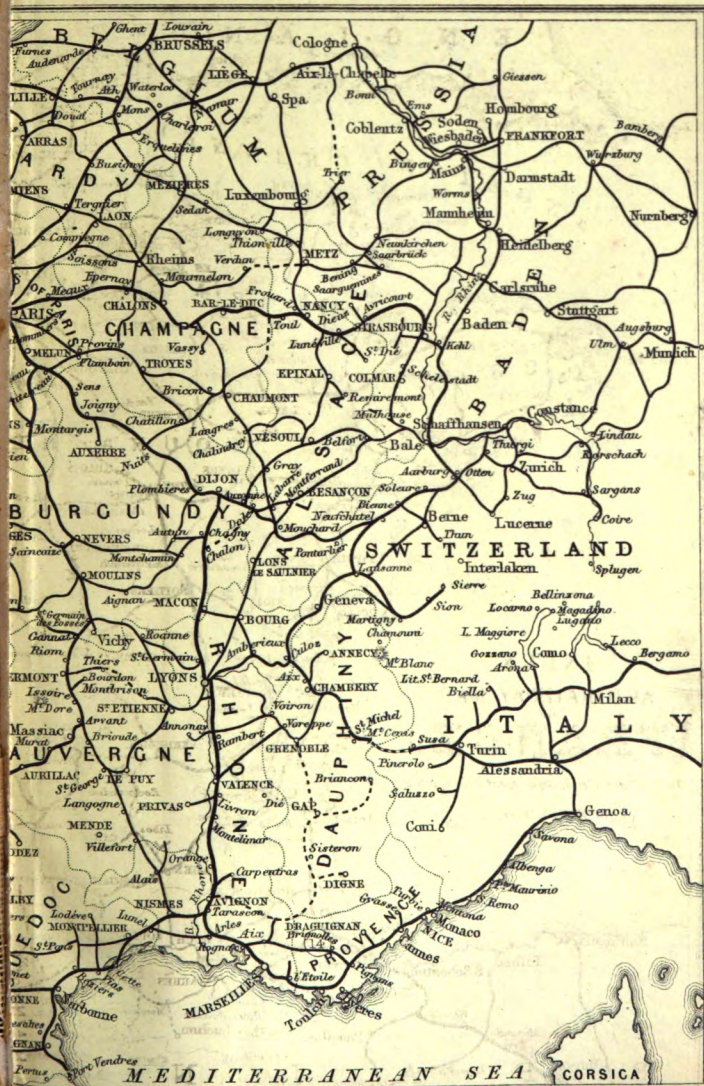












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# GUIDE TO THE NORTH-EAST OF FRANCE

INCLUDING

PICARDY, CHAMPAGNE, BURGUNDY, LORRAINE, AND ALSACE

BELGIUM AND HOLLAND

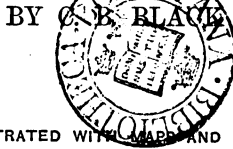
THE VALLEY OF THE RHINE

TO SWITZERLAND

AND THE

SOUTH-WEST OF GERMANY

TO ITALY BY THE BRENNER PASS



ILLUSTRATED WITH MAPS AND PLANS

LONDON  
SAMPSON LOW, MARSTON, LOW, & SEARLE

1873

246. j. 91



## INTRODUCTION.

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THIS Guide-Book consists of *Routes* which follow the course of the main Railways. To adapt these Routes as far as possible to the requirements of every one, the Branch Lines are also pointed out, together with the stations from which the Coaches run, in connection with the trains, to towns distant from the railway. The description of the places on these branch lines is printed in a smaller letter than that of those on the main lines.

Each Route has the *Map* indicated on which it is to be found. By aid of these maps the traveller can easily discover his exact situation, and either form new routes for himself, or follow those given.

The *Arrangement* of the Routes is such, that they may be taken either from the commencement to the end, or from the end to the commencement. The Route from Boulogne to Paris, for example, does equally well for Paris to Boulogne.

The *Distance* of towns from the place of starting to the terminus is expressed by the figures which accompany them on each side of the margin ; while the distance of any two towns on the same route from each other is found by subtracting their marginal figures on either side from each other.



## INTRODUCTION.

In the *Description* of towns, the places of interest have been taken in the order of their position, so that if a cab be engaged all that is necessary is to mention to the driver their names in succession. Cabs on such occasions should be hired by the hour. To guard against omission, the names of the places to be visited should be underlined in the book before commencing the round. In France the Churches are open all the day. In Germany and Belgium they close at 12 ; but most of them re-open at 2 P.M. The Protestant Churches are open only on Sundays ; but this is of little importance, as, with the exception of those of Ulm, Nuremberg, Strasburg, and The Hague, they contain no art treasures. All the Picture Galleries are open on Sundays, and very many also on Thursdays. On those days when places are not open to the public, admission is generally granted on payment of a fee, which, in most cases, will be found stated.

In the *Table of Contents* the Routes are classified and explained.

For the *Time-tables* recommended see page xi., and for the mode of procedure on the Continental Railways, pages xi. and xii.

C. B. BLACK.

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### PART I

**ROUTES in PICARDY, BELGIUM, and HOLLAND**, whence up the Rhine from Rotterdam to Cologne; or from Luxemburg and Treves down the Moselle to Coblenz.

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ROTTERDAM to COLOGNE by Gouda and Utrecht ; distance 172 miles 219

For Cologne to Frankfort, see page 231.

N.B.—Those wishing to combine a sight of Holland with the journey to Cologne should take the tour from Rotterdam to Amsterdam, and thence to Utrecht, which is on the line to Cologne ; see p. 218.

## SECTION II.—PART II.

PARIS to COLOGNE and FRANKFORT, the VALLEY of the  
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GERMANY to VERONA by the Brenner Pass.

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ROTTENDORF to KISSINGEN . . . . . 290

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**The direct ROUTES between PARIS and BASEL, PARIS and NEUCHATEL, and PARIS and GENEVA.**

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This region is in some parts very picturesque. The bathing establishments are comfortable and commodious, and are all connected with each other either by rail or coach.

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# PARIS.

## PRELIMINARY INFORMATION.

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### THE LANDING PLACES ON THE FRENCH SIDE OF THE CHANNEL.

THE six principal ports on the French side of the English Channel connected by railroad with Paris are :—

**DIEPPE**—distant from Paris 125 miles ; passing Clères Junction, 100 m. ; Rouen, 85 m. ; Gaillon, 58 m. ; Mantes Junction, 36 m. ; and Poissy, 17 m. from Paris. Arrives at the station of the Chemins de Fer de l'Ouest, Saint Lazare. Time,  $4\frac{1}{2}$  hours. Fares—1st class, 25 fr. ; 2d cl. 19 fr. ; 3d cl. 14 fr.—See Route 17, page 367.

London to Paris, *via* Newhaven and Dieppe (240 miles) :—tidal ; daily, except Sunday, from Victoria Station and London Bridge Station. Fare—1st class, 31s. , 2d cl. 23s. ; 3d cl. 16s. 6d. Sea journey, 60 miles ; time, 8 hours. Time for entire journey, 16 hours. For tickets, etc., in Paris apply to Chemin de Fer de l'Ouest, Gare St. Lazare, Rue St. Lazare, 110, ancien 124. Bureau spécial, agent, M. Marcillet, Rue de la Paix, 7. A. Collin et C<sup>ie</sup>, 20 Boulevard Saint Denis.

**BOULOGNE**—distant 158 miles from Paris ; passing Montreuil, 134 m. ; Abbeville, 109 m. ; Amiens, 82 m. ; Clermont, 41 m. ; and Creil, 32 m. from Paris. Arrives at the station of the Chemin de Fer du Nord, No. 18 Place Roubaix. Time by express,  $4\frac{1}{2}$  hours. Fares—1st class, 31 fr. 25 c. ; 2d cl. 23 fr. 45 c. ; 3d cl. 17 fr. 20 c.—See Route 1, page 165.

London to Paris, *via* Folkestone and Boulogne (255 miles) :—tidal route ; from Charing Cross, Cannon Street, or London Bridge. Express trains daily to Folkestone, and from Boulogne, first and second class. Sea journey, 27 miles ; time of crossing, 1 hour 40 minutes. Fares from London to Paris by Boulogne—1st class, 56s. ; 2d cl. 42s. Time for the entire journey, 10 hours. For tickets, etc., in Paris apply to the Railway station of the Chemin de Fer du Nord.

**CALAIS**—185 miles from Paris ; by Boulogne 158 m. ; Montreuil, 134 m. ; Abbeville, 109 m. ; Amiens, 82 m. ; Clermont, 41 m. ; and Creil, 32 m. from Paris. Arrives at the station of the Chemin de Fer du Nord, No. 18 Place Roubaix. Time by express, 5½ hours. Fares—1st class, 36 fr. 55 c. ; 2d cl. 27 fr. 40 c.—See Route 1, page 163.

London to Paris, *via* Dover and Calais (mail route, distance 283 miles) :—departing from Charing Cross, Cannon Street, or London Bridge. Sea journey, 21 miles ; time about 80 minutes. First and second class, express. Fares—60s. ; 2d cl. 45s. Total time, London to Paris, 10 hours. Luggage is registered throughout from London, and examined in Paris. Only 60 lbs. free. For tickets, etc., in Paris, apply at the railway station of the Chemins de Fer du Nord.

**CALAIS**—204 miles from Paris ; by Saint Omer, 177 m. ; Hazebrouck, 165 m. ; Arras, 119 m. ; Amiens, 82 m. ; Clermont, 41 m. ; and Creil, 32. Arrives at the station, No. 18 Place Roubaix. Time, 7 hours, 40 minutes. Fares—1st class, 36 fr. 55 c. ; 2d cl. 27 fr. 40 c. ; 3d cl. 20 fr. 10 c.—See Route Calais to Paris, by Hazebrouck, page 173.

**DUNKERQUE**—190 miles from Paris ; by Bergues, 185 miles ; Hazebrouck, 165 m., where it joins the line from Calais ; Arras, 119 m. ; Amiens, 81 m. ; Clermont, 41 m. ; and Creil, 32 m. Arrives at the station, No. 18 Place Roubaix. Time, 10½ hours. Fares—1st class, 37 fr. 55 c. ; 2d cl. 28 fr. 15 c.—See Route 3, page 176.

England and Channel, *via* Thames and Dunkirk (screw) :—tidal ; three times a week from Fenning's Wharf. Also from Leith, in 48 to 54 hours.

**LE HAVRE**—142 miles from Paris ; by Harfleur, 138 m. ; Beuzeville Junction, 126 miles ; Bolbec-Nointot, 123 m. ; Yvetot, 111 m. ; Rouen, 87 m. ; Gaillan, 58 m. ; Mantes (Junction) 36 m. ; and Poissy, 17 m. from Paris. Arrives, as from Dieppe and Cherbourg, at the station of the Chemin de Fer de l'Ouest, No. 124 Rue St. Lazare. Fares—1st class, 28 fr. 10 c. ; 2d cl. 21 fr. 5 c. ; 3d cl. 15 fr. 45 c. Time by express, 4 hours 50 minutes, and nearly 3 hours longer by the ordinary trains.—See Route 18, page 394.

England and Channel, *via* Southampton and le Havre :—Monday, Wednesday, and Friday, 9 p.m. from Waterloo, leaving Southampton 11.45 p.m. Sea journey, 80 m. ; time, 8 hours.

**CHERBOURG**—231 miles from Paris ; by Lison, 184 m. ; Bayeux, 167 m. ; Caen, 149 m. ; Mezidon Junction, 134 m. ; Lisieux, 119 m. ; Serquigny Junction, 93 m. ; Evreux, 67 m. ; Mantes Junction, 36 m. ; and Poissy, 17 m. from Paris. Time by express, 8½ hours ; slow trains, nearly 13 hours.—See Route 19, page 399.

## FRENCH, BELGIAN, AND GERMAN RAILWAYS.

On these railways, the rate of travelling is slower than in England, but the time is more accurately kept.

To each passenger is allowed 30 kilogrammes, or 66 lbs. weight of luggage free.



*Railway Time-Tables.*

**Time-tables or Indicateurs.** For France the most useful and only official time-tables are those published by Chaix and C<sup>o</sup>, and sold at all the railway stations. Of these excellent publications there are various kinds. The most complete and most expensive is the "Livret-Chaix Continental," which, besides the time-tables of the French railways, gives those also of the whole Continent, and is furnished with a complete index; size 18mo, with about 800 pages. The index makes it very easy to consult. The "Livret-Chaix Continental" is sold at the bookstalls of the principal stations. Price 2 fr.

Next in importance is the "Indicateur des Chemins de Fer," sold at every station; size, 80 small folio pages, price 50 c. It contains the time-tables of the French railways alone, and is furnished with an excellent index and railway map.

The great French lines of the "Chemins de Fer de l'Ouest," of the "Chemins de Fer d'Orleans," of the "Chemins de Fer de Paris à Lyon et à la Méditerranée," of the "Chemins de Fer du Nord," and of the "Chemins de Fer de l'Est," have each time-tables of their own, sold at all their stations—Price 30 c. Size, 18<sup>mo</sup>.

For Belgium, the best time-tables are in the "Guide Officiel sur tous les Chemins de Fer de Belgique." Sold at the Belgian railway stations. Size 18<sup>mo</sup>. Price 30 c. It contains a good railway map of Belgium.

For Germany, the two best time-tables are—the Eisenbahn, Post und Dampfschiff Cours-Buch. Published at the office of the Cours-Bureau des Bundes General-Postamts, Berlin. This publication is met with principally in the booksellers' shops and railway stations of the north and east of Germany. Size, square 12<sup>mo</sup>.

The other is Hendschel's Telegraph. Published at Frankfurt am Main. Price 12 groschen. Size, square 12<sup>mo</sup>, 444 pages. This publication is especially adapted for the Rhine and all the S. W. of Germany, and is met with in the booksellers' shops and railway stations of that quarter.

In England consult the *Continental Time-tables of the London, Chatham, and Dover Railway*, sold at the Victoria Station, Pimlico, price 1d.; or by letter to the Manager of the Victoria Station, enclosing a 1½d. stamp.

*In the Railway Station.*

Before going to the station, it is a good plan to turn up in the index of the "Livret-Chaix Continental" the place required, to ascertain the fare and the time of starting, which stations are supplied with refreshment rooms (marked B), and the time the train halts at each on its way.

On arriving at the station join the single file (queue) of people before the small window (guichet), where the tickets (billets) are sold. Your turn having arrived, and having procured your ticket, proceed to the luggage department, where deposit your baggage and deliver your ticket to be stamped.

After your articles have been weighed, your ticket, along with a luggage receipt, is handed you from the "guichet" of the luggage office, where, if

your baggage is not overweight, you pay 10 c. or 2 sous. Before pocketing the luggage ticket, just run your eye down the column headed "N<sup>o</sup> mètre de Poids," and see that the exact number of your articles has been given. The French have a strange way of making their 3s. 5s. and 7s. Whatever is overweight is paid for at this office; but remember, when two or more are travelling together, to present the tickets of the whole party at the luggage department, otherwise the luggage will be treated as belonging to one person, and thus it will probably be overweight. Another advantage of having the entire number of the party on the "Billet de Baggage" is, that in case of one or other losing their carriage tickets, this will prove the accident to the stationmaster (chef-de-Gare), and satisfy him. If, after having purchased a ticket, the train is missed, that ticket, to be available for the next train, must be presented again to the ticket office, to be re-stamped (*être visé*).

The traveller, on arriving at his destination, will frequently find it more convenient not to take his luggage away with him; in which case, having seen it brought from the train to the station, he should tell the porter that he wished it left there. He retains, however, his luggage ticket, which he only presents when he desires his luggage again.

### *On the Railway.*

In the carriage cast the eye over the line as given in our railway map, and note the junctions; for at many of these—such as Amiens, Reims, Caloz, Macon, etc. etc.—the passengers are frequently discharged from the carriages and sent into the waiting-rooms to await other trains. On such occasions great attention must be paid to the names the porter calls out, when he opens the door of the waiting-room, otherwise the wrong train may be taken. To avoid this, observe on our railway map what are the principal towns along the line in the direction required to go; so that when, for example, he calls out, "*Voyageurs à Côté de Lyon!*" and we be going to Marseilles from Macon, we may, with confidence, enter the train, because, by reference to the map, we see we must pass Lyon to reach Marseilles. The little railway map will be found very useful, and ought always to be kept in readiness for reference.

Buffet means refreshment-room, and Salle d'Attente, waiting-room.

There are separate first, second, and third class carriages for ladies.

French express trains have no second and third class carriages.

### *Railway Omnibuses.*

At the stations of the largest and wealthiest towns three kinds of omnibuses await the arrival of passengers. They may be distinguished by the names of the General Omnibus, the Hotel Omnibus, and the Private Omnibus. The general omnibus takes passengers to all parts of the town for a fixed sum, rarely above half-a-franc; so that, should the omnibus be full, it is some time till the last passenger gets put down at his destination. The hotel omnibus takes passengers only to the hotel or hotels whose name or names it bears.

The private omnibus is a one-horse 6-seated omnibus, which individuals or private parties engage for themselves. For a small number it is more expensive than a cab.

At the stations of small towns the duties of all the above vehicles are performed by the general omnibus.

## THE RAILWAY STATIONS IN PARIS.

Passengers from Dunkerque, Calais, and Boulogne, and all the N.E. of France, including Brussels, arrive at the station of the Chemins de Fer du Nord, No. 18 Place Roubaix. (See northern side of plan of Paris.)

Of no station is it so necessary to have explicit information as of this one; because through it most Englishmen enter Paris, and it may be said even France itself. On arriving from the train, the passengers are ushered into a room, where they await the arrangement of the luggage. When this is done, the door is opened, and on producing the luggage ticket to any of the porters inside the counter, the traveller receives his luggage. Either a cab or a small omnibus is hired now. The part of the station from which you come out is nearly the centre of the principal façade in the Rue de Dunkerque, and looking down the Boulevard du Nord and the Rue de la Fayette. In the Rue de Dunkerque, fronting the station, are several restaurants, and the Hotel du Nord to the left; and to the right, at No. 33, a small second-rate house, the H. Jean-Bart. The offices for the sale of tickets are on the western side. For places, however, in the suburbs, the ticket offices are at the western end of the southern or principal façade. The cheapest mode to approach or leave the Northern Railway Station (without luggage) is by omnibus V (light-brown body), running from behind Montparnasse Western Railway Station to the Rue de Dunkerque, stopping at the corner in front of the station. It halts at No. 3 Rue du Louvre, and in the Place de la Bourse.

Passengers from Cherbourg, Le Havre, Dieppe, and Rouen, arrive at the station of the Chemins de Fer de l'Ouest, No. 124 Rue de St. Lazare. (See in plan of Paris to the west of the Northern Railway Station.) The cheapest way to approach it without luggage is by Omnibus X, running between Vaugirard and the Place du Havre. Fronting this western railway station is the Hotel de Londres et New York, No. 13 Place du Havre.

The Chemins de Fer de l'Ouest have another railway station on the opposite or left side of the Seine, at No. 44 Boulevard Montparnasse. Here passengers arrive from Brest.

Passengers for Dijon, Lyons, Italy, by Mt. Cenis, Marseilles, Hyères, Cannes, Nice, and Menton, leave from the station of the Chemins de Fer de Paris à Lyon et à la Méditerranée, at No. 20 Boulevard Mazas. (See S.E. corner of plan of Paris on the northern or right side of the Seine.)

On the left bank of the Seine, opposite to the terminus of the Lyons railway, is the no less important station of the Chemins de Fer d'Orleans; the line for Spain, the Pyrenees, Bordeaux, Arcachon, Biarritz, Pau,

Orleans, Tours, and all the important towns on the W. coast, and in the centre of France.

The station of the Orleans Railway, the Jardins des Plantes and Hospital of Salpêtrière, are all together. (See plan accompanying Chap. IX.)

In the Place de Strasbourg, near the terminus of the Northern Railway, is the station of the Chemins de Fer de l'Est. This is the station for Switzerland and Germany, by Eprenay, Chalons, Nancy, Strasbourg, and Metz.

In the Place de la Bastille is the station of the Vincennes railway, not far from the station of the Lyons railway.

At the Boulevard St. Jacques (see south side of General Plan of Paris) is the station of the Sceaux and Orsay railway.

For the Chemin de Fer de Ceinture, see under Public Conveyances.

The Chemins de Fer du Nord, de l'Ouest, de l'Est, d'Orleans, and de Lyon, have all their own time-tables, "Indicateurs," which are sold at their respective stations, 30 c. each. At these stations omnibuses and cabs await the arrival of passengers.

## PUBLIC CONVEYANCES.

### I.—Omnibuses.

The present omnibus company possesses nearly 700 omnibuses, distributed among 33 lines. The fare inside is 30 centimes = 3d. ; outside, 15 centimes = 1½d. ; but when a "correspondance" is taken, both are 30 centimes.

Omnibuses which halt at the same stations are said to correspond with each other ; and the ticket, which entitles a passenger to change from one omnibus into another at any one of these stations, is called the "Correspondance."

The two great Omnibus Stations are in the Place du Palais Royal, and at the end of the Rue du Louvre, where it meets the Rue St. Honoré. As at both of these places there are several offices, it is necessary to inquire from which of them the desired omnibus starts.

The routes of the omnibuses, together with their "correspondances," are all given in a little book called the "Itinéraire des Lignes d'Omnibus," price 20 centimes, sold at all the omnibus stations. That little book, along with one of the maps, giving the routes of all the lines (le parcours de toutes les lignes), will enable the tourist, after a little study, to thread his way easily and cheaply all over Paris. Two of these plans are sold at the omnibus stations—viz. the "Itinéraire des Omnibus dans Paris indiquant le parcours de toutes les lignes," price 1 fr. 25 c. ; and the "Plan-Omnibus de Paris," price 1 fr.

While driving in an omnibus, it is easy, by aid of the little book, to discover the names of the streets passed through. As a specimen of it, we give the itinerary of Omnibus C, as it stands in page 3 of the "Itinéraire

des Lignes d'Omnibus." It is perhaps unnecessary to state that the numbers on the margin referring to our explanations are not on the original table.

1  
2  
3  
4  
5  
6

FEU  
ROUGE

C

(VOITURES JAUNES)

C

FEU  
ROUGE

## AVENUE DE NEUILLY AU LOUVRE.

### ITINÉRAIRE.

Avenue de Neuilly.  
Avenue de la Grande Armée.  
Rond-Point de l'Étoile.  
Grande av. des Ch.-Élysées.

Place de la Concorde.  
Rue de Rivoli.  
Rue du Louvre.

Cette ligne dessert directement l'avenue de Neuilly, le Jardin d'acclimatation, le rond-point de l'Étoile, les Champs Élysées, les Ministères de la Marine et des Finances, les Tuileries, les Musées, le Palais-Royal et le Louvre.

*Elle correspond en outre :*

1° Av. des Champs-Élysées n° 62, avec la ligne :

{ B du Chemin de Fer de l'Est au Trocadero.

{ G de Batignolles au Jardin des Plantes.

{ Q du Palais-Royal au Trône.

{ R de St-Phillipe à Charenton.

{ S du Louvre à Bercy.

{ V du Maine au Chemin de Fer du Nord.

{ I de la Place Pigalle à la Halle aux Vins.

NOTA.—Les Champs-Élysées sont interdits : en semaine, de 3 h. à 6 h. ; dimanches et fêtes, de 2 à 7 heures.

1. The distinguishing marks of the omnibus—Red lanterns and yellow body.
2. The termini of the line. The terminus to which the omnibus is running is indicated on a board above the door. When to Neuilly, the Neuilly side is exposed, and when to the Louvre, the Louvre side.
3. The route.
4. The principal places passed by the omnibus in its route.
5. and 6. The stations where omnibus C meets the omnibuses within the brackets, where interchange or "correspondance" of passengers takes place.

**Directions.**—Before setting out, write down the names of the omnibuses, with their “correspondances,” for the places to be visited; and on stepping into the omnibus, be always ready to give the “conducteur” the name of the place you wish to go to.

At the omnibus station request a “billet” for the omnibus in which you wish a seat. A ticket bearing a number will be handed you. Next watch the arrival of your omnibus, and listen attentively when the numbers are called over. If yours is mentioned step at once forward to the conducteur; but if the omnibus be filled before the turn for your number comes, you will most likely get off in a few minutes more by the next omnibus.

No tickets are given for the outside; it is the best place for gentlemen.

On paying the conducteur his fare, request, when necessary, the correspondance required.

The places between which omnibuses run are painted on a board hung over the door. The exposed side bears the name of the place to which the omnibus is running.

The names of the omnibuses with which each omnibus corresponds are painted inside on the roof, along the line below the rail.

*City Omnibuses which correspond with Suburban Coaches.*

Coaches leave Paris from	COACHES RUN TO AND FROM	Omnibuses which correspond with the Coaches from Paris.
Boulevard Beaumarchais, 10. ....	Charenton-le-Pont.....	E. F. P. Q. R. S. Z.
Barrière de Clichy..	Asnières, St. Ouen, St. Denis et Argenteuil	G. H. M.
Belleville.....	Romainville, Belleville, Eglise .....	N.
Maison Blanche....	Voiture de Gentilly pour Bicêtre et Villejuif.....	
A la gare d'Ivry....	Voiture du Pont Napoléon et d'Ivry....	T.
Petite-Vilette.....	Voiture de Pantin et les Prés-Saint-Gervais .....	
Ternes .....	Voiture de Suresnes .....	D. M.
Champs-Élysées (Place de la Concorde).....	Voie ferrée de Boulogne de Sèvres .....	A-C. A. A-F.
Pont de Neuilly ....	Puteaux, Suresnes.....	C.

## II.—Cabs.

The fares of cabs depend upon their size, that is, whether they have two or four seats; or, as the French more accurately term it, two or four “places.”

Every coachman, on being requested, produces his tariff of charges, of which the following are copies for both kinds of cabs:—



Avenue  
de  
Séjour, 2

# 2129

COMPAGNIE GÉNÉRALE.

DERRIÈRE  
LES  
INVALIDES.

Conserver ce Numéro en cas de réclamation.

## VOITURES DE REMISE A 2 PLACES

prises dans les lieux de remisage ou chargeant sur la voie publique.

### TARIF MAXIMUM DANS L'INTÉRIEUR DE PARIS.

De 6 heures du matin à été  
(31 mars au 1er octobre),  
et de 7 heures du matin en hiver  
(1er octobre au 31 mars),  
à minuit 30 minutes.

De minuit 30 minutes  
à 6 heures du matin en été  
(31 mars au 1er octobre)  
et à 7 heures du matin en hiver  
(1er octobre au 31 mars).

#### Voiture Prise au Remisage :

La Course	. . . . . 1 f 80	La Course	. . . . . 3 f ..
L'Heure	. . . . . 2 f 25	L'Heure	. . . . . 3 f ..

#### Voiture Prise sur la voie Publique :

La Course	. . . . . 1 f 50	La Course	. . . . . 2 f 25
L'Heure	. . . . . 2 f ..	L'Heure	. . . . . 2 f 50

### TARIF MAXIMUM AU-DELA DES FORTIFICATIONS.

Bois de Boulogne, Bois de Vincennes et Communes contiguës à Paris (1).

De 6 heures du matin à minuit en été (31 mars au 1er octobre).

De 6 h. du matin à 10 h. du soir en hiver (1er octobre au 31 mars).

Lorsque le voyageur rentrera  
dans Paris avec la

Lorsque le voyageur laissera en  
dehors des fortifications la

#### Voiture Prise au Remisage :

Course ou Heure	. . . . . 3 f ..	Indemnité de retour	. . . . . 2 f ..
-----------------	------------------	---------------------	------------------

#### Voiture Prise sur la voie Publique :

Course ou Heure	. . . . . 2 f 50	Indemnité de retour	. . . . . 1 f ..
-----------------	------------------	---------------------	------------------

#### Voiture Prises en dehors des Fortifications à Destination de Paris :

Le prix de l'Heure pour l'Intérieur de Paris.

(1) Charenton, les Prés-St.-Gervais, St.-Mandé, Montreuil, Bagnolet, Romanville, Pantin, Aubervilliers, St.-Ouen, St.-Denis, Clichy, Neuilly, Boulogne, Issy, Vanves, Montrouge, Arcueil, Gentilly, Ivry, et Vincennes.

#### Transport des Bagages :

1 colis 25 c. ; 2 colis 50 c. ; 3 colis et au-dessus 75 c.

Les cochers sont tenus d'en effectuer le chargt. et le déchargt. Ne sont pas regardés comme colis et doivent dès lors être transportés gratuitement : les cartons, sacs de voyage, valises, parapluies, cannes, épées, et généralement tous les objets que le voyageur peut porter à la main ou tenir dans l'intérieur de la voiture sans la détériorer.

1. The number of the cab, and the part of Paris to which it belongs.
2. The fares of those cabs taken from stables or sheds, within the walls.
3. The fares of cabs taken from stands, or from any part of the streets, within the walls.
4. The fares of cabs taken from stables to places in the suburbs of Paris, beyond the walls.
5. The fares of cabs taken from stands to places in the suburbs of Paris, beyond the walls.
6. The fare of cabs taken beyond the walls from and to Paris.
7. Transport of baggage. Colis means portmanteau, trunk, box, etc. The coachman has to load and unload the cab.

Avenue  
de  
Ségur, 2

4 7 0 9

DERRIÈRE  
LES  
INVALIDES

COMPAGNIE GÉNÉRALE.

Conserver ce Numéro en cas de réclamation.

VOITURES DE PLACE A 4 PLACES.

TARIF MAXIMUM DANS L'INTÉRIEUR DE PARIS.

De 6 heures du matin en été  
(31 mars au 1<sup>er</sup> octobre),  
et de 7 heures du matin en hiver  
1<sup>er</sup> octobre au 31 mars)  
à minuit 30 minutes.

De minuit 30 minutes  
à 6 heures du matin en été  
(31 mars au 1<sup>er</sup> octobre),  
et à 7 heures du matin en hiver  
(1<sup>er</sup> octobre au 31 mars).

La Course . . . 1<sup>f</sup> 70  
L'Heure . . . 2<sup>f</sup> 25

La Course . . . 2<sup>f</sup> 50  
L'Heure . . . 2<sup>f</sup> 75

TARIF MAXIMUM AU-DELA DES FORTIFICATIONS.

Bois de Boulogne, Bois de Vincennes, et Communes contiguës a Paris (1)

De 6 heures du matin à minuit en été (31 mars au 1<sup>er</sup> octobre).

De 6 h. du matin à 10 h. du soir en hiver (1<sup>er</sup> oct. au 31 mars).

Lorsque le voyageur rentrera à  
Paris avec la voiture.

Lorsque le voyageur laissera la  
voiture en dehors des fortific.

Course ou heure . . . 2<sup>f</sup> 75

Indemnité de retour . . . 1<sup>f</sup>

VOITURES PRISES EN DEHORS DES FORTIFICATIONS A DESTINATION DE  
PARIS.

Le Prix de l'Heure pour l'Intérieur de Paris.

(1.) Charenton, les Prés-St.-Gervais, St.-Mandé, Montreuil, Bagnolet,  
Romainville, Pantin, Aubervilliers, St.-Ouen, St.-Dennis, Clichy, Neuilly,  
Boulogne, Issy, Vanves, Montrouge, Arcueil, Gentilly, Ivry, Vincennes.

*Transport des Bagages.*

1 colis, 25 c. ; 2 colis, 50 c. ; 3 colis et au-dessus, 75 c.

Les Cochers sont tenus d'en effectuer le charg<sup>t</sup> et le décharg<sup>t</sup>. Ne sont pas regardés comme colis et doivent dès lors être transportés gratuitement : les cartons, sacs de voyage, valises, parapluies, cannes, épées, et généralement tous les objets que le voyageur peut porter à la main ou tenir dans l'intérieur de la voiture sans la détériorer.

The "course" means any distance from the point of starting to the first stoppage. With every stoppage a new "course" commences. Therefore,

when various places are to be visited, take the cab by the hour. On hiring a cab, the driver must be told whether or not he is taken by the hour, otherwise he will charge by the drive.

Cabmen can charge no more than their legalised claim, yet they expect some small gratuity (*pourboire*) of about three sous the "course," or five sous the hour. Common tricks of some cabmen are, to point to the night instead of the day columns, or to the columns under "*Voiture prise au Remisage*," instead of under "*Voiture prise sur la voie Publique*," when requested to show their tariff. Also, on arriving at the railway station, to point to a cracked pane of one of their lanterns, and say it was broken by the porter in putting up the luggage.

It is recommended that the visitor to Paris should learn the colour that belongs to the lanterns of the quarter of the city he resides in, and select cabs with lanterns of this colour on returning home from the theatre. This is convenient, and even necessary to avoid delay and trouble.

Cabs with *green* lanterns go to the N.E. of Paris, towards Belleville.

Cabs with *yellow* lanterns go northwards by Montmartre.

Cabs with *red* lanterns go westwards by the Champs Elyseés, Passy, and Batignolles.

Cabs with *green* lanterns go towards the Invalides and the Observatory.

### III.—Chemin De Fer De Ceinture.

This railway affords great facilities for visiting all the more distant places around Paris. It is 21 miles in circuit, has 26 stations, not including St. Lazare, and the train makes the journey in two hours. Fare 1 fr. on Sundays ; less on week-days.

While making the circuit, the passenger, by consulting the plan of Paris at the various stations, will be enabled to ascertain his exact position. All the stations are indicated on the plan.

Those wishing to make the entire journey should ask for a "*Billet de Parcours du Chemin de Fer de Ceinture*," and should start from the station of the Chemin de Fer de l'Ouest, No. 124 St. Lazare, reached by omnibus X from the omnibus office in the Place du Palais Royal. On entering the station, ascend the staircase to the left with the word *Banlieu* (suburbs) painted over it, then walk along the terrace to the last office, left hand. For the time-tables, see the "*Indicateur des Chemins de Fer de l'Ouest*," under "*Chemin de Fer de Ceinture de Paris*," page 10, and the "*Guide Officiel sur le Chemin de Fer de Ceinture*," 75 c., sold at the station.

Trains from 9 A.M. to 5 P.M. leave every half-hour. The journey is not of much interest, and the only stations from which there are good views are from the Orleans ceinture and the stations between Vaugirard and Passy, inclusive (see S.W. side of map) ; and the finest view of all is from the railway viaduct at the Point du Jour station.

*N.B.*—Those who start with a ticket for the entire round *alight* at the station *Courcelles Levallois*, and go up the stair at the *end* of the

## XX OMNIBUSES IN CONNECTION WITH RAILROAD ROUND PARIS.

train, and descend to the left hand. Here await another train, which commences the round by the stations Clichy, St. Ouen, Ornans, etc., going eastwards.—See Map of Paris.

To assist the tourist either to approach or leave the more important of the stations, we give the names of the omnibuses by which this may be effected :—

**ST. LAZARE STATION** by X (yellow body), halting at the Place du Palais Royal, and running to the Rue du Havre, within a few yards of the station. X halts also at No. 27 of Boulevard de la Madeleine.

**BATIGNOLLES** by A-F (green body), running between the Panthéon and Courcelles.—See Chap. V., page 46.

**NEUILLY** by C (yellow body), running between Neuilly and the Louvre.—See end of Chapter VI., page 54.

**PASSY** by A-B (green body), running between Passy and the Bourse.—See end of Chapter VI., page 55.

**AUTEUIL** by A (yellow body), running between Auteuil and the Palais Royal.—See end of Chapter VI. At Auteuil coaches await passengers for the town of Boulogne,  $1\frac{1}{4}$  m. distant.

**POINT DU JOUR** by the river steamers called Les Mouches.

**VAUGIRARD** by X (yellow body), running from this station to the St. Lazare Station, and halting at the Place du Palais Royal, and at No. 27 of the Boulevard de la Madeleine.—See end of Chapter V. in connection with omnibus A-F, page 46.

**MONTROUGE** (see centre of south side of Plan of Paris), by A-G (dark brown body), running between Montrouge and the station of the Chemins de Fer de l'Est.—See page 11, and commencement of Chapter V., page 34.

**LA MAISON BLANCHE**, east from the Montrouge station, by U (yellow body), running between Bicêtre and La Pointe St. Eustache at the Halles Centrales.—See Chapter IX. under Bicêtre Hospital, pages 65 and 66.

**RAPEE-BERCY** (see S.E. corner of Plan of Paris, within the walls) by S (yellow body), running between Bercy and the Louvre. At the bridge are two stations of the Mouches steamers. From the lower one the steamers leave for Auteuil, and from the upper for Charenton. At Bercy are large woodyards, and dépôts of wine, oil, brandy, etc.

**AVENUE or COURS DE VINCENNES** by A-E, running between the Place des Arts et Métiers and Vincennes.—See Chapter X., page 71.

**CHARONNE**, behind or east from the cemetery of Père Lachaise, by P, running between Charonne and the Place d'Italie.—See Chapter IX., p. 68.

**BELLEVILLE-VILLETTE**, N.E. corner of plan of Paris within the walls, by A-C.—See Chapter IX., under Buttes Chaumont, page 68.

**LA CHAPELLE** by K, running southwards from this station to the College de France, passing on its way the station of the Northern Railway, the Halles Centrales, the Palais de Justice, and the Musée Cluny.

For the details of the routes of these omnibuses, see the "Itinéraire des Lignes d'Omnibus," sold at all the omnibus stations, price 20 centimes. And for the map of their routes, see either the "Plan Omnibus de Paris," 1 fr., or the "Itinéraire des Omnibus dans Paris," 1 fr. 25 c., sold at the omnibus stations.

## IV.—River Steamboats.

There are three lines of omnibus steamers.

One sails from Charenton, at the S.E. corner of the Plan of Paris, to the Bercy steamboat station outside the walls.

Another leaves from Bercy steamboat station within the walls, to Auteuil steamboat station, at the S.W. extremity of the Plan of Paris.

The third line sails from the Pont Royal, at the S.W. corner of the Tuileries, to Surèsnes, passing by Meudon, Sèvres, and St. Cloud.

From Charenton to Surèsnes there are 24 stations.

Names of Stations.	Places in the Neighbourhood.	Names of Stations.	Places in the Neighbourhood.
1. Charenton-le-Pont	Bois de Vincennes.	13. Pont de la Concorde	Champs-Élysées.
2. Les Carrières	Alfort.	14. „ des Invalides	Corps-Législatif.
3. Ivry .....	Char-les-Carrières.	15. „ d'Iéna	Palais de l'Industrie.
4. Pont Napoleon	Ivry.	16. Quai de Passy	Champs-Élysées.
5. Quai de la Gare	Ch. de Fer de Ceinture.	17. Pont de Grenelle	Champs de Mars.
6. Pont de Bercy	Bercy.	18. Auteuil ....	Ecole Militaire.
7. „ d'Austerlitz	Gare de Lyon	19. Billancourt ..	Passy.
8. „ de la Tournelle	„ d'Orléans.	20. Bas Meudon	Trocadéro.
9. Quai de la Grève	Jardin des Plantes.	21. Sèvres .....	Auteuil.
10. Pont Neuf ..	Ecole Polytechnique.	22. Saint Cloud	Passy.
11. Des Sts. Pères	Panthéon.	23. Longchamps	Point-du-Jour.
12. Pont-Royal (Tête de ligne du Service de St. Cloud à Surèsnes)	Hôtel-de-Ville.	24. Surèsnes ....	Bois de Boulogne.
	Notre-Dame.		Ch. de F. de Ceinture.
	Les Halles.		Billancourt.
	Palais de Justice.		Bas-Meudon.
	Préfecture de Police.		Manufact. de Porcelaines.
	Faub. St. Germain.		Parc de St. Cloud.
	Institut.		Champ de Courses.
	Palais-Royal.		Grande Cascade.
	Louvre.		Bois de Boulogne.
	Tuileries.		Surèsnes.

## HOTELS.

PARIS contains above 4000 hotels, whose charges for board and lodging per day per head vary from six to twenty-five francs.

The largest and best hotels are in the neighbourhood of the new Opera-House, in the Place Vendôme, the Rue Castiglione, and the Rue de Rivoli.

Among these are the Grand Hotel in the Boulevard des Capucines; Bade, in the Boulevard des Italiens; Bedford, Rue de l'Arcade; Chatham, Rue Neuve St. Augustin.

In the Rue Castiglione are the hotels de Famille, Londres, Liverpool, Castiglione, Clarendon.

In the Place Vendôme are the hotels Bristol, Rhin.

In the Rue de la Paix are the hotels Westminster, Canterbury, Mirabeau, Douvres.

In the Rue de Rivoli are the hotels Meurice, Louvre, Rivoli, Trois Empereurs, Wagram, Windsor.

In the Rue St. Honoré, the Lille et d'Albion.

The Hôtel du Bon la Fontaine, Rue de Grenelle St. Germain, is frequented by the dignified French clergy ; and the Hôtel des Bains de Tivoli, Rue St. Lazare, by invalids. But those who do not wish to incur the expense of this first-class hotel, should take the *Maison Municipale de Santé*, near the Northern Railway Station, No. 110 Rue de Faubourg St. Denis. Board, lodging, medicine, and medical attendance, from 9 to 20 francs per day.

There is another establishment of this nature in Auteuil (see S.W. corner of General Plan of Paris) in the Rue Boileau, near the Auteuil station of the Chemin de Fer de Ceinture, called the Establishment Hydrothérapique.

The following hotels can accommodate travellers on more moderate terms :—

Hôtel Bèrgere, Rue Bèrgere.

Calais, Rue Neuve des Capucines.

Castille, Rue Richelieu.

Deux Mondes, Rue d'Antin.

Grand Hôtel de la Rue Royale, Rue Royale.

Grand Hôtel de France, Rue Laffitte.

Helder, in the Rue Helder, parallel to Rue Laffitte.

London and New York, opposite the station of St. Lazare.

Hôtel Londres, Rue St. Hyacinth.

Louvois, Place Louvois.

Montaigne, Rue Montaigne.

Tours, Rue Notre Dame des Victoires.

United States, Rue d'Antin.

Grand Hôtel de Violet, Rue Faubourg Poissonnière.

Voltaire, Quay de Voltaire, left side of Seine.

Vuillemont, Rue des Champs Elysées.

Ecclesiastics frequent the Hôtel des Missions Etrangères, Rue du Bac, and the Hôtel du Vatican, Rue du Vieux Colombier.

*Commercial Hotels.*—Atlantique, Rue de Grenelle St. Honoré ; du Bel Air, Rue des Enfants Rouges, au Marais ; des Bourdonnais, Rue des Bourdonnais ; Coquillière, Rue Coquillière ; des Empires, Rue du Bouloi ; des Etrangers, Rue des Petites Ecuries ; de l'Europe, Cour des Fontaines ; de Gaules et d'Orient, Rue Coq-Héron ; du Lion d'Argent, St. Martin, Rue Aumoire ; Montesquieu, Rue Montesquieu ; de la Bourse et des Ambassadeurs, Rue Notre Dame des Victoires.

### Boarding-Houses.

These are very numerous, and at various prices. Those for the English are chiefly in the neighbourhood of the Champs Elysées. They are cheaper than the hotels. The French name for boarding-houses is *pension*, and the boarders are called *pensionnaires*. There are many such pensions where



there is a common table, but at others each person or family is supplied separately, but with the same dinner.

### Furnished Houses, or *Maisons Meublées*.

There are numerous lodgings and furnished houses throughout Paris, and are expensive in proportion to the accommodation and the fashionableness of the district. A good room costs from 50 to 100 francs per month.

Among the most conveniently situated of these houses is the Hotel Montesquieu, Rue de Montesquieu, opposite one of Duval's finest establishments; Mme. Duguesnes, 11 Rue Colisée, etc.

### RESTAURANTS.

There are two kinds of restaurants—restaurants à la carte, and restaurants à prix fixe.

In restaurants à la carte, each dish is selected from a priced list. For three persons two portions will generally be found sufficient. Never order anything not in the carte. The cost of such dinners, when no expensive wine is used, is from 8 to 15 francs each. A gratuity of a sou for each franc is generally given to the waiter on paying the bill.

Among these restaurants are—in the Palais Royal, Les Trois Frères Provençaux, Nos. 95 to 98; Vefour, Nos. 106 to 109; Véfour Tavernier, Nos. 80 to 82, close to the Palais Royal Theatre; and the Café Coraza, Nos. 9 to 12.

Opposite the Madeleine is Durand. In No. 12 Boulevard des Capucines, the Paix. In the Boulevard des Italiens, the Café Anglais, No. 13; the Riche, No. 18; the Maison Dorée, No. 20; the Helder, No. 29; the Foy, No. 38. In the Boulevard Poissonnière, No. 30, Vachette. In the Boulevard Montmartre, No. 4, Bonnefoy. In the Rue Richelieu, No. 104, the Britannique. In the Place de la Bourse, No. 13, Campeaux. In No. 70 Rue Montorgueil (near the Halles Centrales), Phillipe. American Restaurant for buckwheat cakes, etc., in No. 72 Rue Neuve des Petits Champs, first street to the right, going N. from the Place Vendome. See Central Plan. In a small restaurant, No. 332 Rue St. Denis (north from the Halles Centrales), tripe is prepared as at Caen.

*Restaurants à prix fixe.*—These allow their guests a plate of soup, a dessert, half a bottle of "vin ordinaire," and a choice of three dishes from a list of vegetables, fish and meat, roasted or boiled, all for a fixed sum, from 2 to 3 francs. By paying half a franc more a better class of wine is procured.

Such restaurants abound in the first storey of the Palais Royal; and the price they charge for their dinners is painted on the sides and lintels of the doors. They are found also all over the city.

There is still another class of restaurant, resembling the *prix fixe* restaurant in its moderate charges, but the restaurants à la carte in its arrangements. They are called *Établissements de Bouillon Duval*, where anything may be ordered from a plate of soup (*bouillon*) to a complete dinner with wine. On entering, the visitor receives a card containing a

priced list of the viands and wines, on which the waiter marks the dishes as they are ordered. Having finished dinner, leave a trifle with the waiter, and return with the card to the place where it was received. Here the amount is made up and paid. The finest of these establishments are at No. 11 Boulevard Poissonnière, No. 21 Boulevard Montmartre, No. 141 Boulevard Sebastopol, and in the Rue Montesquieu. In all there are four-teen restaurants managed by and belonging to the same proprietor, Duval.

The following is a list of prices of the different viands :—

	FR. C.		FR. C.		FR. C.
Serviette . . .	05	Ragoût Mouton,		Bifteck, Plats	
Pain . . .	10	Jambon . . .	40	du jour . . .	60
Huitres . . .	1 70	Macaroni, Sal-		Gibier, Volaille . . .	60
Vin, le carafon . . .	20	ade, Primeurs . . .	30	Entremets . . .	30
Eau de Seltz . . .	15	Œufs, Plats du		Desserts à 20 et . . .	30
Bouillon . . .	20	jour . . .	40	a Bière, chope . . .	30
Potage, Légumes . . .	25	Rotis, Plats du		Café pt verre,	
Sardines, Sau-		jour . . .	50	35 c., Café	
cisson . . .	30	Côtelette nature,		au lait . . .	40
a Bœuf nature . . .	30	Poisson . . .	50	Liqueurs à 15 c.	
				20 c. . .	20

a For explanation of terms, see under "Carte du Jour," below.

These establishments of Duval are recommended also to ladies, alone or with gentlemen, especially that in the Rue Montesquieu.

## CARTE DU JOUR.

The following list contains the explanation of the technical terms of some of the most useful dishes mentioned in the "Cartes du Jour" of the restaurants. Fancy names cannot be translated.

### SOUPS.

Bouillon, broth, beef-tea.

Potage, soup.

Julienne, vegetable soup.

Purée, pease-soup.

Purée, when qualifying a noun, means mashed, as—

Purée de Pommes, mashed potatoes.

Purée de Marron, mashed chestnuts.

### BEEF.

Bœuf au naturel, or simply, "nature," plain boiled beef.

Naturel in cookery means plain.

Bœuf à la mode, beef stewed with carrots, etc.

Bœuf à la jardinière, beef with vegetables.

Aloyau, a sirloin of beef.

Aloyau à la jardinière, sirloin with vegetables.

Jardinière in cookery means the addition of vegetables.

Aloyau sauté, sirloin in slices.

Sauté in cookery means sliced.

Rosbif aux pommes, roast beef with potatoes.

In these lists the words "de terre" are rarely affixed to pommes.

Bifteck au naturel, plain beefsteak.

" aux pommes, with potatoes.

" aux pommes sautées, with sliced potatoes.

" aux haricots, with French kidney beans.

" bien cuit, well done.

" saignant, under done.

Palais de Bœuf au gratin, broiled ox palate.

Au gratin, in cookery, means baked or broiled; when applied to potatoes it means browned.

**MUTTON.**

Côtelettes de mouton au naturel, plain mutton chops.

" " panées, mutton chops fried with crumbs.

" " aux points d'asperge, mutton chops with asparagus tops.

" " à la purée de pommes, mutton chops with mashed potatoes.

Gigot roti, a roast leg of mutton.

Pieds de mouton, sheep's trotters.

Gigot d'agneau, a leg of lamb.

Blanquette d'agneau, hashed lamb.

Rognons à la brochette, broiled kidneys.

" sautés, sliced kidneys.

**VEAL.**

Côtelette de veau, veal cutlet.

Tête de veau en vinaigrette, calf's head with oil and vinegar.

Oreille de veau en marinade, pickled calf's ear.

Ris de veau, sweetbread.

Foie de veau, calf's liver.

Blanquette de veau, hashed veal.

Fricandeau au jus, Scotch collops with gravy.

**VEGETABLES.**

Pommes de terre, potatoes.

Legumes et fruits primeurs, early vegetables and fruits.

Asperges à la sauce, asparagus with sauce.

Champignons, mushrooms.

Epinards, spinach.

Fèves de marais, garden beans.

Haricots verts, green French beans.

Oseille, sorrel.

Petits pois, green peas.

Jardinière means dressed with vegetables.

**POULTRY AND GAME.**

Poulard, fowl.

Poulet, chicken.

Chapon, capon.

Cuisse de poulet, leg of a chicken.

Des œufs à la coque, boiled eggs.

Dindonneau, young turkey.

Canard, duck.

Perdreau, partridge.

Mauviettes, larks.

Grives, thrushes.

Becasse, woodcock.

Becassine, snipe.

Chevreuril, venison.

Caille, quail.

**FISH.**

Anguille, eel.

Eperlans, smelts; or, as the Scotch call

them, sperlings.

Homard, lobster.

Huitres, oysters.

Merlans, whittings.

Morue, cod.

Raie, roach or skate.

Saumon, salmon.

Sole, sole.

Turbot or Barbut, turbot.

Frit, fried.

Grillé, done on the gridiron.

Au gratin, baked, broiled, or browned.

**DESSERT.**

Compote, applied to fruits, means stewed.

Compote de pommes, stewed apples.

" " pruneaux " prunes.

Beignets de pommes, apple fritters.

Beignets de pommes soufflés, puffed apple fritters.

**DRINK.**

Vin de Bordeaux, claret.

A bottle of soda-water is called a siphon.

The cheap wines ought always to be drunk with it, or with common water.

At even the cheap restaurants, palatable wine may be had by paying a little extra.

Frappé, applied to liquids, means iced.

Carafe frappé, iced water.

Vin frappé, iced wine.

The litre of beer is called a canette, and the half-litre a choppe.

The fifth part of a litre of wine is called a "carafon," a word often used in the cheap restaurants.

**CAFÉS.**

The cafés of Paris supply, at a somewhat higher price than the restaurants, tea, coffee, chocolate, eggs, côtelettes, steaks, liqueurs, beer, spirits, soda-water, sparkling lemonade, ices, and other kinds of light refreshments, besides cigars, cigarettes, and tobacco, and are generally resorted to after breakfasting or dining at a restaurant. Here chess,

backgammon, dominoes, cards, and billiards, are played, either the usual French game or pool.

Besides those already mentioned under Restaurants, we may specify the *Café Rotonde*, in the *Palais Royal*, famous for ices ; the *Café de la Régence*, frequented by the best chess-players ; *Café Tortoni*, 22 Boulevard des Italiens—good ices ; the *Café du Grand Balcon*, adjoining the Opera-Comique, frequented by the crack billiard-players ; the *Café de la ville de Nantes*, No. 1 Boulevard Des Capucines—good ices ; and the *Café Imoda*, 3 Rue Royale—good ices.

## CLUBS.

Clubs are called *Cercles* in Paris, and resemble in many respects our own West-end establishments, and similar privileges are accorded by them to strangers. The most important are—

The Jockey Club, Rue Scribe, 1 bis Boulevard des Capucines.

Cercle des Chemins de Fer, No. 22 Rue de la Michodière, Boulevard des Italiens.

Cercle Agricole, No. 6 Rue de Beaune, and No. 29 Quai Voltaire.

Cercle de la Librairie, No. 1 Rue Bonaparte.

Cercle du Commerce, Rue de Pelletier, Boulevard des Italiens.

Cercle l'Ancien, No. 16 Boulevard Montmartre.

Cercle des Arts, No. 22 Rue de Choiseul.

## MASONIC LODGES.

The **GRAND ORIENT (LODGE) OF FRANCE** is situate in the Rue Cadet, 16, the first street to the west of the Place Montholon, in the Rue La Fayette.—See Plan of Paris, West from Strasbourg station. Omnibus T stops at the Place Montholon, and corresponds with S running from the Rue du Louvre at the Lodge of Rue Cadet. Every information will be given to foreign brethren upon proof of their being members of the craft. The Grand Orient holds its meetings once a month. *N.B.*—Certificates indispensable for admission.

## TEMPORARY RESIDENTS.

Persons on taking a house should have two copies of the lease made out, one for the tenant, and the other for the landlord—(Il convient de rédiger le bail par écrit et en double exemplaire, l'un pour le locataire, et l'autre pour le propriétaire). The occupier of a house is liable for the furniture-tax, corresponding to the house-tax in England. Yet when houses are let furnished, it is invariably understood that the owner pays this, and all other local as well as general taxes, the rent covering all these. As a matter of precaution this understanding should always be inserted in the agreement. Under any circumstances, however, the occupier is liable for damage done by fire, even although the owner be insured, and the fire was not caused by the negligence of the tenant. In the former case the insurance office has a claim on the occupier, and unless

the hirer of the house can prove to the satisfaction of the authorities that the fire was caused by some other cause than his negligence, he will have to pay.

The greatest care should be taken in looking over the inventory of the furniture (*inventaire de mobilier*) with the owner, as everything not actually marked as injured, whether cracked, chipped, spotted, stained, broken, mended, or deficient in any part, will be claimed at the end of the tenancy as having been uninjured, no matter how clear the case may have been the other way. An agent may be employed with advantage to go over the inventory, both on entering and leaving, but it is not safe to leave matters entirely to his care. The final settlement should be made in good time, as at the last moment a claim will often be set up, and the tenant, after really replacing everything injured, may be obliged to postpone his departure, or pay a large sum. Rent is generally paid in advance, and by the month.

Servants are hired by the month, but may leave or be discharged at the shortest notice if there is reasonable cause. If they leave without notice they cannot claim wages.

## PROTESTANT PLACES OF WORSHIP.

*Anglican Chapels.*—Rue d'Aguesseau Chapel, street diverging northward from the English Embassy; see plan of Central Paris—Sunday, 11.30 A.M., 2.30 P.M., and 7.30 P.M. Marbœuf Chapel, Champs Elysées—Sunday, 11 A.M., 3.30 P.M., and 8 P.M. Cour des Coches Chapel, Rue de la Madeleine—Sunday, 8.30 and 11.30 A.M., and 7.30 P.M.

*American Episcopal Church*, No. 14 Rue Faubourg St. Honoré—Sunday, 11 A.M., 4 P.M.

*American Chapel*, 21 Rue de Berri—a branch street from the N. side of the Avenue des Champs Elysées, between the Rond Point and the Arc de Triomphe.

*Wesleyan Chapels*—No. 23 Rue Royale, and Rue Roquépine; see N.W. corner of plan of "Central Paris." Services in French and English—Sundays, 12 A.M., 7.30 P.M.

*Church of Scotland*, service in the chapel of the Oratoire, 160 Rue de Rivoli, corner of Rue de l'Oratoire—Sunday, 11 A.M. and 3 P.M. Entrance by the garden opposite the Louvre.

*Congregational worship* in No. 23 Rue Royale—Sundays, 11 A.M. and 4.30 P.M.

## FRENCH PROTESTANT CHURCHES.

The French Protestant Churches in Paris and throughout the country, which are maintained by the State, are called "Temples."

The community composing the Eglise Libre, who receive no aid from the State, distinguish their places of worship by the epithet "Evangelique."

Names and addresses of the *French Protestant State Churches* in Paris—Oratoire, St. Honoré, 157, et Rue de l'Oratoire, 1-3; Saint-Esprit, Rue Roquépine, 5; Pentemont, Grenelle-St.-Germain, 106; Sainte-Marie, Saint-

Antoine, 216; Batignolles, Boulevard des Batignolles, 46; Belleville, Square Napoléon, Rue Palikao; Passy, Rue St. Hippolyte, 38, Avenue de l'Empereur; Neuilly, Avenue du Roule, 25; Plaisance, Rue de l'Ouest, 97, à Plaisance; La Glacière, Rue Maurice-Mayor, 4; Vincennes (hors Paris), Rue de Montreuil, 96. Of all these, the most important is the Oratoire, in which many most excellent sermons are preached.

*Chapelles Evangeliques.*—Of these there are four or five in Paris; one of the largest of them is in the Rue des Victoires, passing the east side of the Bourse. See Plan of "Central Paris." The members of this communion call their church the "Eglise Libre" or "Evangelique," to distinguish it from the Protestant Church in connection with the state, which is by far the larger and more influential.

*Jewish Synagogue.*—(Rue Notre-Dame de Nazareth).—It is an interesting building, of a style partly Oriental and partly Byzantine. The interior is peculiar, and worth visiting.

*Russian Church.*—This building, adapted to the rites of the Russian branch of the Greek Church, is frequently visited as a specimen of the peculiar construction and ornamentation of that style of worship. It is richly decorated, and was completed in 1861.

*N.B.*—For further particulars respecting the hours of service, etc., in these places of worship, see the Saturday number of "Galignani's Messenger."

## EMBASSIES.

Great Britain and Ireland, No. 39 Rue du Faubourg St. Honoré. Open from 11 till 2.—See N.W. corner of Central Plan of Paris.

UNITED STATES OF AMERICA.—Rue du Centre, 15. Open from 11 to 3.

Ministerial residence, 6 Rue de Presbourg, and offices, Avenue Josephine, corner of Rue Chaillot; Consulate, 7 Rue Richelieu.

The Rue Richelieu is that street extending from the W. side of the Palais Royal to the Boulevard Montmartre.—See Central Plan. For the Rues du Centre and the Avenue Josephine, see W. side of General Plan in the neighbourhood of the Arc de Triomphe. The Rue du Centre leads out of the Avenue Friedland, of which the Boulevard Haussmann is the eastern continuation. The Boulevard Haussmann leads into the Boulevard Montmartre. See N.W. side of Central Plan.

## ADDRESSES.

The residence of persons in Paris is easily found by referring to the "Almanach Firmin Didot," kept in the principal shops, hotels, and cafés.

## POST OFFICE.

Head office in the Rue J. J. Rousseau, No. 9.—See Central Plan of Paris between the Palais Royal and the Halles Centrales.



Letters addressed *Poste-Restante* can only be obtained here. The entrance into the *Poste-Restante* office is from the corner of the *Rue Coqhéron*.

Postage-stamps (*timbres de poste*) are sold in Paris and all over France at the *tobacconists'* shops ; where the letters also can be weighed, and the amount of stamps necessary ascertained.

## POLICE OFFICE, or PREFECTURE DE POLICE.

The chief office is provisionally in that large building opposite the *Palais de Justice*, called the "*Etat Majeur de la Garde*."

*Sergents-de-Ville* (policemen) patrol the streets night and day, and are generally polite and obliging.

If anything be lost in a cab, omnibus, or other vehicle, or dropped in the street, go at once to the nearest police office (*Bureau du Commissaire de Police*), which any of the *Sergents-de-Ville* will indicate ; and fill up there, in the prescribed form, the description of the missing article.

These police offices have a square lantern with red glass over their doors.

## NEWSPAPERS.

Of newspapers, there are a large number, and a great and fluctuating variety ; but for the sightseer none is so useful as *Galignani's Messenger*, which may be found at all the principal *cafés* and hotels ; or may be subscribed for by the week, price 3 francs ; or by the month, price 10 francs. Office, No. 224 *Rue de Rivoli*. The article headed "*Strangers' Diary*" should be read daily.

## BATHS.

The largest bathing establishments are on the *Quai du Louvre* ; and on the opposite side at the statue of *Henry IV*.

## WATER - CLOSETS—(Cabinets inodores.)

In all the arcades (*passages*) in the *Galerie de Nemours*, left hand ; at No. 3 *Rue du Louvre* ; No. 17 *Boulevard des Italiens* ; and in the *Place St. Sulpice*. Price 15 c., or 3 sous.

There are places called "*Latrines*," public *W.C.'s*, such as under the Quay at the Louvre, under the *Quai St. Cloud*, etc.

## ENGLISH APOTHECARIES.

*E. Gallois*, 2 *Place Vendôme*.

*Hogg*, 2 *Rue Castiglione*.

*Paris*, 28 *Place Vendôme*.

*Roberts & Co.*, 23 *Place Vendôme*.

*Swann*, 10 *Rue Castiglione*.

Instead of giving a list of the English doctors in Paris, we consider it best to refer those who may require their aid to any of the above respectable chemists, from whom all the necessary information respecting them can be obtained.

*Bazaars.*—The largest Bazaars are at 20 and 22 Boulevard Bonne Nouvelle, No. 12 Boulevard Montmartre. The Bazaar Europeen in the Passage Jouffray. La Galerie de Fer, No. 19 Boulevard des Italiens. The Bazaar des Halles Centrales, No. 17 Boulevard de Sebastopol.

## MARKETS.

*Les Halles Centrales*, situated in the Rues de la Tonnellerie and de Rambuteau, are extensive and elegant buildings, with districts set apart for the sale of meat, poultry, fish, game, groceries, etc. (See Chapter VII.)

The *Halle aux Vins* are extensive wine markets, situated near the Jardin des Plantes. (See Chapter IX.)

The *Marché du Temple* are large markets for the sale of wearing apparel. (See Chapter VII.)

*Le Marché aux Chevaux* (Horse Market.)—Boulevard de l'Hôpital, 28, and Rue du Marché aux Chevaux; Wednesdays and Saturdays every week, and the first Monday in the month.

*Tattersal Français.*—Rue Beaunjon, 22, near the Champs Élysées; general sale day every Thursday, but open every day in the week. Horses taken out at livery.

*Flower-markets* on the Quai Napoléon, near the Palais de Justice, on Wednesday and Saturday; in the Place de la Madeleine, near the church, on Wednesday and Friday; on the Boulevard St. Martin, near the Château d'Eau, on Monday and Thursday; and on the same days, on the Place St. Sulpice, near the church.

A *Bird-market* held on Sundays in the Rue Montgolfier, behind the Conservatoire des Arts et Metiers.

A *Dog-market* is also held every Sunday at 28 Boulevard de l'Hôpital.

## SHOPPING.

Costly articles are generally sold in the large towns of England under the Paris prices.

The best shops for miscellaneous articles are in the Rue de la Paix, the Boulevards in the neighbourhood of the Madeleine, and in the Rue St. Honoré.

For the purchase of the goods for which Paris is famous the following shops may be recommended :—

Best houses for ready-made dresses (Confections)—

Bouillet, 26 Rue Notre-Dame des Victoires.

Jourdan & Aubry, 40 do.

Nivard Bonneau, 75 Rue Richelieu.

Alexandre, 4 bis Rue de Cléry.

Tainturier Caclard, 46 Rue des Jeuneurs.

Costadau, 27 do.

Best houses for Mantles, etc.—

Worth, 7 Rue de la Paix.

Pingat, 80 Rue Louis le Grand.

Kentenaar, 26 Rue du 4 Septembre.

Virolleau & Villain, 19 Rue Notre-Dame des Victoires.

Antony Delieuvin, 72 Rue Richelieu.

Opigez Gagelin, 83 do.

Felix, 16 Faubourg St. Honoré.

**Shops for Silk and Satin—**

Berteaux Radou, 10 Rue d'Aboukir.  
 Louvet, 10 Rue Vivienne.  
 Rattier Roche, 62 Rue Richelieu.  
 Sauvage Frères, 16 Rue Vivienne.  
 Robert, 20 Rue de la Banque.  
 Moret & Payen, 9 Rue de Clery.  
 Gagnet, 126 Rue Montmartre.  
 Compagnie Lyonnaise, 37 Boulevard des Capucines.

**Shops for Ribbons—**

Raimon Rappe, 6 Rue Choiseul.  
 Bacouel & Pognon, 48 Rue Vivienne.  
 Hervieu & Potard, 27 Boulevard des Italiens.  
 Alexis Grallou & Co., 132 Rue St. Denis.  
 Dobelin & Co., 50 Boul. Sebastopol.  
 La Ville de Lyon, 6 Chaussée d'Antin.  
 Richefeu, 324 Rue St. Honoré.

**Best Milliners—**

Mdlle. Magnier, 112 Rue Richelieu.  
 Fauchet Patural, 5 Boulevard des Capucines.  
 Virot (Rich.), 12 Rue de la Paix.  
 Esthier Barbieri, 21 do.  
 Hofèle, Mine., 7 do.  
 Mantel Thérèse, 12 Rue Halévy.  
 Mickiewicz Tuvée, 29 Boulevard Haussmann.  
 Valerie Graux, 33 Boul. des Italiens.  
 Léonie Lechevallier, 9 do.

**Good Dressmakers—**

Madame Compoint, 6 Boulevard des Italiens.  
 Corbay, 4 Rue de Menars.  
 Gocherand, 12 Rue Neuve des Capucines.  
 Madame Buisson, 5 Rue Meyerbeer.  
 Fanet & Beer, 11 Rue de l'Arcade.  
 Castel, 13 Taitbout.  
 Mdlle. Louise, 3 Rue de l'Echelle.  
 Mme. Mailly, 222 Rue Rivoli.

**Haberdashery, drapery, and soft goods in general—**

Magasin du Louvre, opposite the Louvre.  
 Maison du Coin de Rue, No. 8 Rue Montesquieu—that short street lettered R. Mon., north from the Hotel and Magasin du Louvre. See "Central Paris."  
 Ville de Paris, No. 170 Rue de Montmartre.

**Linen—**

Grande Maison de Blanc, 6 Boulevard des Capucines.  
 Leborgne et Hennoven, 56 Rue du Bac.  
 Banés, 213 Rue St. Honoré.  
 Doucet, 21 Rue de la Paix.

**Gloves—**

Jouvin & Co., first floor of No. 6 Boulevard des Italiens.  
 Desprez, 89 Rue Richelieu.  
 Doucet, 21 Rue de la Paix.  
 They sell gloves from 5 to 7 francs the pair.  
 The following sell them from 2½ to 4 francs per pair—  
 Lelogeais, No. 17 Boulevard des Italiens.  
 Morand, 54 Rue Lafayette.  
 Daigremont, Rue St. Honoré.

**Ladies' Neck-ties.**

Paul Daigremont, 10, 11, 12, and 13 Galerie de Nemours, Palais Royal.

**Fans—**

Duvellero, 17 Passage Panorama.

**Ladies' Boots and Shoes—**

At Nos. 165 and 334 Rue St. Honoré.

The sale of *Cigars and Tobacco* in France is confined to licensed dealers. They are very numerous, and are easily recognised in Paris by a red light. *Postage Stamps* are sold at the same shops.

**LETTERS.**

In addressing letters to the Continent never affix Esquire. If for a gentleman prefix to the name simply a capital M.; for a married lady, Mme.; and for an unmarried lady, Mlle. If the letter is intended to remain in the post-office till called for, add *Poste-restante*. Thus—

*M. Henry Jones,*

*Poste-restante,*

*Nice.*

The name of the person must be written with careful distinctness.

Poste-restante letters not arriving in time for the receiver, will be forwarded to whatever address desired, by leaving the address with the clerk of the poste-restante department.

Poste-restante letters are delivered only at the head post-office of each town.

## MONEY.

The coinage of France is simple and convenient. The franc is the unit, and is divided into 100 centimes or 20 sous. The name *sou* is given to the bronze coin consisting of 5 c., and is nearly equivalent in value to the English halfpenny and the United States' cent. The franc is equivalent to 94d. English.

The gold coins are the twenty-franc piece (16s.); the ten-franc piece (8s.); and the five-franc piece (4s.) There are notes of the Bank of France, which are perfectly safe, and circulate everywhere.

The value of the English sovereign is 25 fr. and from 10 to 40 c. In reducing French money to English, from any number of francs subtract their fifth part, and the remainder will be their value in shillings. Or multiply the francs by four, point off the two right-hand figures of the product for decimals, and the result will be their value in pounds and decimals of a pound sterling.

Among the best places to get money changed are—Felix et Cie, Palais Royal, No. 1, Galerie Montpensier; Allard, 12 Place de la Bourse; Monteaux, Boulevard Montmartre; Arthur and Co., 10 Rue Castiglione, etc., etc.

In France, Belgium, Switzerland, and Italy, the standard of value is the franc, equal to 94d.

The *Franc* is divided into 100 centimes, or 20 sous of 5 centimes each. Hence the fraction of a franc is expressed either by centimes or sous. The sou is equal to our halfpenny. In France and Italy they are made of bronze, and resemble our pennies and halfpennies, but in Belgium and Switzerland they are made of a white metal, and resemble more our shillings and sixpences in size.

To render centimes into English money, strike off the last cipher, and the result is pence; or divide by 5, and the quotient is halfpence. Thus—10 c.=1d.; 30 c.=3d.; or 15 c. ÷ 5 = 3 halfpence. The sou is of copper; but in Belgium and Switzerland the 5 centimes piece is of white metal.

The GOLD COINS are the 5 franc, 10 franc, and 20 franc pieces, equal respectively to 4s., 8s., and 16s.

In PRUSSIA the standard of value is the Thaler,—equal to 3 shillings. The *Thaler* is divided into 30 *Silbergroschen*, and the *Silbergroschen* into 12 *Pfennige*. The thaler resembles a large half-crown. The *Silbergroschen* is a silvered copper coin about the size of a fourpenny piece. When new it is easily recognisable, but when the silvering has got rubbed off, it is difficult to distinguish it from a two pfennige piece. The pfennige are copper coins, and are easily recognised. Large silvered copper coins of the value of 10 groschen and 5 groschen are also current.

In SOUTH GERMANY, such as in Frankfurt, Baden, Bavaria, and Württemberg, the standard of value is the *Gulden* (sometimes called Florin), equal to 1s. 8½d. The gulden is divided into 60 *Kreutzer*. Three kreutzer make a penny. There are kreutzers both in white metal and in copper.

One gulden is worth 17 silbergroschen and 2 pfennige. And 1 kreutzer is equal to 4 pfennige; consequently 3 kreutzers are equal to 1 silbergroschen.

The Dutch gulden is of the same value, but is divided into 100 cents.

The Austrian gulden is equal to two shillings, and is divided into 100 cents, or Neue kreutzer.

The most current coins all over the Continent are the twenty-franc gold piece and the English sovereign. The most current silver coin is the franc. Among the different German States the most current coin is the thaler, both in silver and paper

## MONEY TABLE.

England.			France—Belgium— Switzerland—Italy.		Prussia.			Holland—Frank- furt—Baden— Bavaria— Wurtemberg.	
£	s.	d.	Francs.	Centimes.	Thaler.	Groschen.	Pfennige.	Gulden.	Kreutzer.
1	0	0	25	0	6	20	0	11	50
0	10	0	12	50	3	10	0	5	52
0	5	0	6	25	1	20	0	2	55
0	3	0	3	75	1	0	0	1	45
0	1	8½	2	14	0	17	2	1	0
0	1	0	1	25	0	10	0	0	35
0	0	9½	1	0	0	8	0	0	28
0	0	6	0	62	0	5	0	0	13
0	0	1	0	10	0	0	10	0	3

N.B.—This table gives only the general relative value of the coins. Their rate of exchange fluctuates constantly.

## WEIGHTS AND MEASURES.

In order to express the decimal proportions, the French make use of the following vocabulary:—

For multipliers the prefix	DECA	means	10 times.
"	"	HECTO	" 100 times.
"	"	KILO	" 1,000 times.
"	"	MYRIA	" 10,000 times.
For divisors the prefix	DECI	expresses	$\frac{1}{10}$ th part.
"	"	CENTI	" $\frac{1}{100}$ th part.
"	"	MILLI	" $\frac{1}{1000}$ th part.

It may assist the memory to observe that the prefixes for multiplying are Greek, and those for dividing Latin; thus, *décamètre* means 10 mètres, and *décimètre*  $\frac{1}{10}$ th of a mètre; *hectomètre* means 100 mètres, and *centimètre*  $\frac{1}{100}$ th of a mètre; *kilomètre* means 1000 mètres, and *millimètre*  $\frac{1}{1000}$ th of a mètre. The mètre (as before stated) is the element or prime unit of long measure, and is equal to 39·37079 English inches.

The *ARE*, which is a square *décamètre* (or 100 square metres), is the elemental unit of square or superficial measure. It is equal to 119·6033 square yards, or very nearly  $\frac{81}{80}$  parts of an acre.

The *STÈRE*, which is a cubic metre, is the elemental unit of solid measure, and equal to 35·3166 cubic feet English, or nearly  $35\frac{1}{2}$  cubic feet.

The *LITRE*, which is the cubic *décimètre*, is the elemental unit of all liquid measures, and of all other measures of capacity. It is equal to 61·02705 cubic inches, or is very nearly  $\frac{1}{160}$ ths or  $\frac{1}{22}$ ths of an imperial gallon.

Lastly, the *GRAMME*, which is the weight of a cubic centimètre of distilled water at its temperature of greatest condensation, is the elemental unit of all weights, and is equal to 15·4325 grains troy, or  $\frac{1}{16}$  of an avoirdupois dram nearly.

### Square or Superficial Measures.

**French and English.**

Mètre carré = 1.1960 square yard.  
 Are or 100 mètres carres = 119.60 square yards.  
 Hectare = 2.471 acres.

**In round numbers.**

1 Hectare	=	2½ acres.
4 "	=	10 "
12 "	=	29½ "
50 "	=	123½ "

**English and French.**

Square yard = 0.836 mètre carré.  
 Square perch = 25.291 mètres carrés.  
 Square rod, or 1210 square yards =  
 10.116 ares.  
 Acre, or 4840 square yards = 0.4046 hect-  
 are.

### Measures of Length.

**French and English.**

Millimètre = 0.039 inch.  
 Centimètre = 0.393 inch.  
 Decimètre = 3.937 inches, or 4 inches.  
 Mètre = 39.370 inches, or 3.280 feet, or  
 1.0936 yard.  
 Kilomètre = 1093.6330 yards, or 0.6213  
 mile.

**English and French.**

Inch = 2·539 centimètres.  
Foot = 3·047 decimètres.  
Yard = 0·914 mètre.  
Fathom, or 2 yards = 1·828 mètre.  
Pole or perch (5½ yards) = 5·0291 mètres.  
Furlong (220 yards) = 201·164 mètres.  
Mile (1760 yards, = 1609·3149 mètres.

*Table of the approximate equivalents between a Kilometre and a Mile.*

Table of the approximate equivalents of		10 kil. = 6 $\frac{1}{2}$ miles.		100 kil. = 62 miles.	
1 kil.	$\frac{1}{2}$ mile.	10 kil.	= 6 $\frac{1}{2}$ miles.	100 kil.	= 62 miles.
1	" 1 $\frac{1}{2}$ "	20	" 12 $\frac{1}{2}$ "	200	" 124 $\frac{1}{2}$ "
2	" 1 $\frac{1}{2}$ "	30	" 18 $\frac{1}{2}$ "	300	" 186 $\frac{1}{2}$ "
3	" 2 $\frac{1}{2}$ "	40	" 24 $\frac{1}{2}$ "	400	" 248 $\frac{1}{2}$ "
4	" 3 $\frac{1}{2}$ "	50	" 31 $\frac{1}{2}$ "	500	" 311 $\frac{1}{2}$ "
5	" 4 $\frac{1}{2}$ "	60	" 37 $\frac{1}{2}$ "	600	" 373 $\frac{1}{2}$ "
6	" 5 $\frac{1}{2}$ "	70	" 43 $\frac{1}{2}$ "	700	" 435 $\frac{1}{2}$ "
7	" 6 $\frac{1}{2}$ "	80	" 50 $\frac{1}{2}$ "	800	" 497 $\frac{1}{2}$ "
8	" 7 $\frac{1}{2}$ "	90	" 56 $\frac{1}{2}$ "	900	" 559 $\frac{1}{2}$ "

### Measures of Capacity.

**French and English.**

Litre = 1·7607 pint, or 0·220 gallon.  
 Décalitre = 2·2009 gallons.  
 Hectolitre = 22·0096 gallons.

**English and French.**

Flint, or  $\frac{1}{4}$  of a gallon = 0.5679 litre.

Quart, or  $\frac{1}{4}$  of a gallon = 1.1359 litre.

Gallon = 4·5434 litres.  
 Peck (2 gallons) = 9·086 litres.  
 Bushel (8 gallons) = 36·347 litres.  
 Sack (3 bushels) = 1·090 hectolitres.  
 Quarter (8 bushels) = 2·907 hectolitres.  
 Chaldron (12 sacks) = 13·085 hectolitres.

**Weights.**

**French and English.**

Gramme =  $\begin{cases} 15.432 \text{ grains troy.} \\ 0.643 \text{ pennyweight.} \end{cases}$   
Kilogramme =  $\begin{cases} 15,432.349 \text{ grains troy.} \\ 2.679 \text{ pounds troy.} \\ 2.294 \text{ pounds avoird.} \end{cases}$

**English and French.**

*Troy Weight.*

Grain (24 to the pennyweight) = 6·479  
centigrammes.  
Pennyweight (20 to the ounce) = 1·555  
gramme.

Ounce (12 to the pound) = 31.103  
grammes.  
Pound troy, or 5760 grains = 373.241  
grammes.

*Avoirdupois Weight.*

Dram (16 to the ounce) = 1·771 grammes.  
 Ounce (16 to the pound) = 28·349 grammes.  
 Pound avoirdupois, or 7000 grains = 453·592 grammes.  
 Cwt., or 112 pounds = 50·802 kilogrmmes.  
 Ton, or 10 cwt. = 1016·048 kilos.

# ROUTE 1.

## APPROACHES TO PARIS IN PICARDY.

See Map of Picardy and Railway Map.

### CALAIS AND BOULOGNE TO PARIS.

CALAIS  
MILES FROM

PARIS  
MILES TO

CALAIS (pop. 13,000). Distance from Dover 21 miles ; time 186  
3½ hours. From Paris, time by express, 5½ hours. Refreshment-rooms  
at the stations of Calais, Boulogne, and Amiens. For time-tables in  
England see under "London to Paris and Back, *via* Calais," in the  
Continental Time-tables of the London, Chatham, and Dover Railway.  
In France see under "Londres, Calais, Boulogne, St. Valery, et Amiens,  
à Paris," in the "Indicateur des Chemins de Fer du Nord," sold at all the  
stations on the line between Calais and Paris, price 6 sous. When the  
tide is favourable passengers are landed close to the railway station ;  
on other occasions they are landed about half-way along the mole,  
whence they are conveyed by rail to the station. For Calais to Brussels  
by Lille, see Route 5, page 199.

*Hotels.*—At the station opposite the landing-place from the steamers,  
the "Restaurant and Hotel de la Gare." Within the city wall, in the  
Rue de la Mer, are the "Hotel de Paris" and some second-rate hotels  
and restaurants. In No. 390 of this same street is an excellent exchange  
banking office. The best hotels in the centre of the town are the  
Flandre, Dessin, Commerce, and Meurice. Their omnibuses await  
passengers at the station.

On the side of the dock opposite the station are the Casino, and the  
bathing establishment with gardens. On the long mole there is  
another bathing establishment of a simpler description.

*Musée* (Picture Gallery and Museum), No. 18 Rue Royale. Open  
to the public on Sundays and Thursdays. The public library is in the  
Hotel de Ville.

As the traveller approaches Calais from the sea the principal objects  
which present themselves to his view are—the lighthouse, rising in front  
of the Courgain or fishermen's suburb to the height of 180 feet, ascended  
by 253 steps ; the tower of the parish church Notre Dame ; the Tour de  
Guet, an old watch-tower built in the 14th century ; and close to it the  
fine belfry of the Hotel de Ville. On the mole, not far from the

CALAIS  
MILES FROM

# ROUTE 1.—CALAIS.

PARIS  
MILES TO

station, stands a column commemorating the return of the Bourbons and the landing of Louis Philippe at this spot in 1844. In the Place d'Armes is the Hotel de Ville, built in the 18th century, but the belfry was built in 1609.

On the balcony in front is a bust of Eustache St. Pierre. Standing by themselves on pedestals are busts of Cardinal Richelieu, the founder of the citadel and arsenal of Calais, and of the Duc de Guise (Le Balafre), who, as a large picture in the north transept of the church of Notre Dame relates, "Sous le règne de Henri II., le VII. Janvier MDLVIII., les troupes françaises commandées par Fr. de Lorraine, Duc de Guise, reprennent Calais sur les anglais et conservent la ville au Catholicisme." This church of Notre Dame is directly south-east from the Hotel de Ville by the Rue des Boucheries, and was built in the 14th century. The high altar is of marble, with ornaments of alabaster. The painting on the reredos is by Seghers. To the right of the principal entrance is rather a curious Entombment.

A few yards south from the church are the Public Gardens, where the band plays on Sundays and Thursdays. Walking along these gardens westwards, and passing through the fortifications by the first gate, we find ourselves on the high road to St. Pierre. Here, on a rectangular piece of ground planted with trees, just beyond the outworks of the fortifications, was interred Emma Harte (Lady Hamilton), whom Lord Nelson so touchingly recommended to the care of Captain Hardy in his last moments. She died in extreme destitution, and was buried, through the kindness of an English lady, in her garden, which afterwards, on having become the property of the town, was converted into the public cemetery. Lady Hamilton lived in the Rue Française.

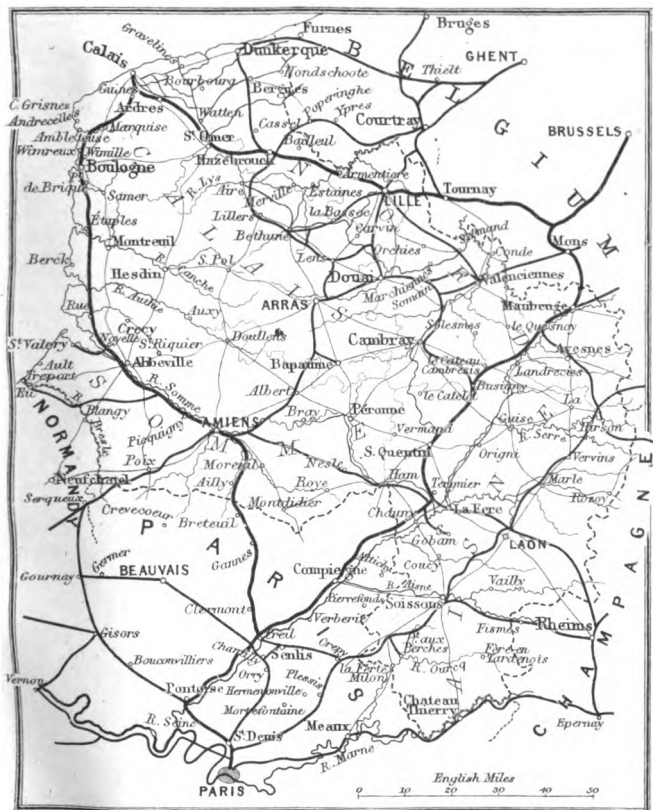
**12** CAFFIERS. From the station a coach runs to Guines,  $2\frac{1}{2}$  <sup>174</sup> miles distant. Guines (pop. 5000). Inn—Ville de Calais. Famous for draught horses. Two and a half miles distant on the road to Ardres is Balinghem, the scene of the meeting between Francis I. and Henry VIII. (See Ardres, in Route 2, page 173).

**17** RINXENT MARQUISE, the station for Marquise (pop. 5000), <sup>169</sup> with marble quarries. From Marquise a road leads N. W. by Bazingham to Cape Gris-Nez, 19 miles from Dover pier, crowned with a lighthouse 164 feet high. Directly W. from Marquise, or on the coast road between Gris-Nez and Wimereux, is Ambleteuse (pop. 900), where James II. landed, December 23d, 1688.



# PICARDY.

ROUTES FROM CALAIS, BOULOGNE & DUNKERQUE TO PARIS & BRUSSELS.





CALAIS  
MILES FROM

# ROUTE 1.—BOULOGNE.

PARIS  
MILES TO

**25** WIMEREUX. Station for the Boulogne race-course, and 3 **161** miles N. from Boulogne. The steeple-chases are run in the valley between Wimereux and Wimille.

**26** WIMILLE. The village (pop. 2400) is nearly a mile inland **160** from the station. It was from this neighbourhood that Cæsar is supposed to have invaded Britain in 55 B.C.

**28** BOULOGNE (pop. 40,000), 30 miles from Folkestone. An **158** omnibus conveys passengers from the tidal trains to the steamer, and from the steamer to the trains. Cabs also await the arrival of the steamer; fare 1½ fr., or by the hour, 2 fr. For time-tables in England, see under "London to Boulogne and Back," in the Continental Time-tables of the London, Chatham, and Dover Railway. Or in France under "Londres, Calais, Boulogne, St. Valery, et Amiens, à Paris," in the "Indicateur des Chemins de Fer du Nord," sold at all the stations on the line.

*Post-Office.*—For letters Poste Restante, No. 28 Rue des Vieillards.

*Telegraph Office* in the Rue Napoleon, at the Hotel du Nord.

*Hotels.*—Of these there are very many at different parts of the town. Opposite the landing-place from the steamers are the Boulogne and Albion; the Folkestone and Douvres; and the Marine. Adjoining the mole are the Casino and Etablissement des Bains, with their gardens. Next to the Etablissement des Bains, and on the beach, is the Hotel de Pavillon, with bathing machines. Up the river, on the quay, at the statue of Jenner, are the Hotel des Bains, and farther up on the same side, at the bridge, the Hotel Christol. Close to the station are the Hotels Castiglione, Louvre, etc.; and in the town, along the principal streets, numerous other good hotels and excellent furnished lodgings.

Public Library, Museum and Picture Gallery in the Grand Rue. The latter (the Museum and Picture Gallery) are open to the public on Thursdays, Saturdays, and Sundays; on other days a small fee is expected. The Library is closed only on the Fridays, and during the vacation.

*English Churches.*—Trinity Church, Rue de la Lampe; British Episcopal, No. 9 Rue de Temple; The New British, No. 137 Rue Royale; Upper-town Church, Rue St. Martin; Wesleyan Church, Rue de l'Ancienne Comedie; English Roman Catholic service held in St. Nicholas in the Grand Rue.

*Diligences.*—To Marquise, daily, from the Dernier Sou, Rue de

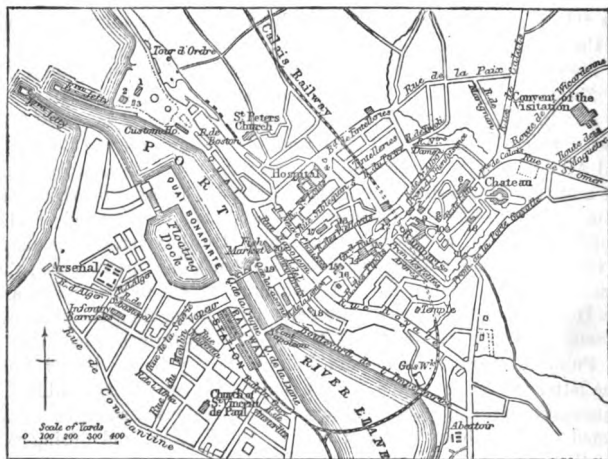
## ROUTE 1.—BOULOGNE.

Calais. To Guines, every other day, from 26 Rue Royale. To Samer, every day, from the Hotel de France, Rue Royale. To Colembert, Licques, and Ardres, every day at 6 A.M., from 20 Rue de Lille.

*Packet Service.*—London (direct), daily. General Steam Navigation Company's Office, 22 Quai de la Douane. London, *via* Folkestone (day and night service). South-Eastern Company's Office, 18, Quai des Paquebots. London, *via* Thames Haven, daily: office on the Port. Hull (direct), by steamer: passengers and goods.

*Railway Service.*—The station for Amiens, Paris, and Calais, is situated at Capecure, opposite the Pont-du-Barrage. The distance from Boulogne to Paris is 158 miles. The express takes five, and the ordinary train seven hours.

## BOULOGNE-SUR-MER.



- |                       |                           |                        |
|-----------------------|---------------------------|------------------------|
| 1. Etablissement.     | 8. Mairie.                | 14. Museums.           |
| 2. Bathing-school.    | 9. Convent (Annonciades). | 15. St. Nicholas.      |
| 3. Aquarium.          | 10. Place Godefroi.       | 16. Market-place.      |
| 4. Place Navarin.     | 11. Porte Gayolle.        | 17. Theatre.           |
| 5. Rue Wissocq.       | 12. Sous Prefecture.      | 18. English Churches.  |
| 6. Cathedral.         | 13. College.              | 19. Place Fr. Sauvage. |
| 7. Palais de Justice. |                           | 20. Hôtel Christol.    |

## ROUTE 1.—BOULOGNE.

Boulogne, at the mouth of the river Liane, is one of the pleasantest towns in France. The Rue de la Lampe, and its continuation the Grande Rue, lead from the E. end of the station bridge up to the Promenade de la Bienfaisance. To the right of this Promenade is the Porte des Dunes, the entrance into the Haute Ville, containing the Hotel de Ville, the Cathedral, and the Château. Not far from the top of the Grande Rue is the Museum, which possesses several objects of interest. Among the medals of the race of the Napoleons, is one with the figure of a man being carried off. This medal was struck before Napoleon's projected descent on England, but it was not required. The collection of Roman and Merovingian antiquities belonged to the city of Gesoriacum (the original name of Boulogne), a seaport of the Morini—"Extremique hominum Morini, Rhenusque bicornis" (Virgil, *Æneid*, lib. viii., v. 727). The mummy in the Egyptian department is 3500 years old, and is one of the finest in the world. At the Western end of the Gallery de Coursel are models of the Colonne Napoleon, and of the Tour d'Ordre.

Among the pictures the best are—No. 38, "The Taking of Jerusalem"—Salvator Rosa. No. 16, "St. Sebastian," by Martin de Vos. No. 2, "A Descent from the Cross," attributed to Vandyke.

The Library contains 38,000 volumes, and some valuable manuscripts; a Carolin Gospel of St. Matthew, of the 11th century; a Psalter, of the 10th century; a Bible, of the 13th century.

At the top of the Grande Rue, in the garden before the Sous Préfecture, is a fine bust of Henri II., by David of Angers. Then follows the Esplanade, or the Promenade de la Bienfaisance.

In the Haute Ville, just within the Porte des Dunes, is the Hotel de Ville, a square brick building, erected in 1754. The massive tower attached to it belongs to the 13th century, and is 104 feet high. Near the Hotel de Ville, in the house No. 5 Rue St. Jean (a street running parallel to the ramparts), the poet Campbell died, on June 15, 1844; and on the 17th November 1747 Le Sage died in the house No. 3 Rue de Chateau. On the loftiest part of the Haute Ville stands the church of Notre Dame, commenced in 1827 and finished in August 1866. The roofs of the nave and aisles are composed of a series of cupolas, adorned with frescoes. The great dome over the high altar is ascended by 325 steps. From the top is a good view of the Colonne de la Grand Armée, nearly two miles distant, and 160 feet high, with a statue of Napoleon I., by Bosco, on the top. It is commemorative of the armies which

CALAIS  
MILES FROM

# ROUTE 1.—BOULOGNE.

PARIS  
MILES TO

assembled on these plains in 1804 to invade England. Fee to ascend, half a franc. The altar below the dome is of most costly marbles, and was made in Rome, and presented to the church by Prince Torlonia. The twelve figures on the panels are exquisite mosaics, and the twenty surrounding colonnettes are of malachite.

Below is a curious crypt of the 12th century. It contains some mural paintings, a group of statues representing our Lord and his Apostles on the Mount of Olives, and a few antiquarian curiosities. Fee to visit the crypt, 1 franc ; and 1 franc to ascend to the top of the dome. The respective entrances are on the opposite sides of the church.

Behind the church is the Château—now barracks. It is an ugly circular building (13th century), supported by six attached towers. Napoleon III. was confined here in 1840, prior to being sent to the state prison of Ham.

Just at the mouth of the harbour is the Quai des Paquebots (Steam-boats' Quay) ; and a little beyond, fronting the sea, an excellent Casino, with on one side the bathing establishment, and on the other the Aquarium, amidst an artistic group of rocks. Here commences the Eastern Jetty (1638 feet long), a favourite promenade. The Western Jetty is 1968 feet long. A steep road, with flights of steps, leads from the vicinity of the Casino up to St. Pierre, the fishermen's quarter, where the most conspicuous object is the Church of St. Pierre. Taking the road that runs along the top of this hill in front of St. Pierre, we reach the Tour d'Ordre, a corruption of *Turris ardens*, built by the Emperor Caligula, A.D. 34, before invading Britain, from which he brought back cockle-shells as emblems of his triumph over the ocean.

Cæsar invaded Britain twice, and sailed, at least the first time, from Boulogne, or rather from Wimille, to Deal, B.C. 55.

Behind the Tour d'Ordre is a statue of Napoleon I., on the spot which his tent occupied when he was preparing to invade Britain in 1804.

<sup>52</sup> VERTON. Station for Verton about a mile distant towards the <sup>134</sup> sea ; and Berck (pop. 3500), with a bathing establishment, and hospital for scrofulous children. Six and a half miles inland from the station is Montreuil (pop. 4000). *Hotels*—France, Europe. With fortifications by Vauban.

<sup>69</sup> NOYELLES-SUR-MER.—In the neighbourhood of this station <sup>117</sup> the army of Edward III. forded the Somme on Friday, the 25th August 1346, on their way to Crecy. A branch line from this station goes to

CALAIS  
MILES FROM

# ROUTE 1.—ABBEVILLE.

PARIS  
MILES TO

Valery-sur-Somme, 4 miles distant, and seen distinctly from Noyelles station.

Valery (pop. 4000 ; *Hotel*—De France) is situated at the mouth of the Somme, and has good sea bathing. It possesses two gates, built in the 12th century ; the tower, Harold, 11th century ; and the parish church, 13th century.

This is the port from which William the Conqueror sailed when he invaded Britain in 1066.

Comfortable diligences await passengers at Valery station for Eu, 16 miles distant, and thence to Tréport, 2 miles farther—(see map of Picardy). For description of these towns, see Route 17, under Dieppe.

**77** ABBEVILLE (pop. 21,000.) *Hotels*—France, Commerce, Tete **109** de Bœuf. A diligence awaits passengers at this station for Eu, corresponding with another running between Eu and Dieppe, by Tréport. See Route 17, under Dieppe.

From the Hotel du Commerce a coach runs to St. Riquier.

Gigs and cabs must be hired for Crecy ; fare there and back, 10 francs. Coach, with two horses, to Tréport, 29 francs.

Abbeville is a modernised old town on the Somme, with some good streets, such as the Rue St. Gilles and the Rue des Lingers. In the third street up the latter—the Rue Minimés or Rue Boucher-de-Perthes—is the Museum of Antiquities, etc.

The Cathedral, St. Vulfran or Wlfran, belongs to the 15-17th centuries. The façade, in the florid Gothic style, is flanked by two square buttressed and mullioned towers, 170 feet high, rising over the side doorways. To the left, at the transept, is a leaning tower, surmounted by a mitre. The interior does not correspond with the exterior in decoration. The chapels are separated from the aisles by bare walls, with plain window openings. The best walks are on the ramparts.

Twelve miles from Abbeville, or 10 miles from Noyelles, is the village of Crecy. *Inns*—Canon d'Or, Commerce. On these plains Edward III. encamped his army on the afternoon of Friday, the 25th of August 1346, saying : " Let us post ourselves here, for we will not go farther till we have seen our enemies. I have good reason to wait for them on this spot ; as I am now upon the lawful inheritance of my lady mother, which was given her as her marriage portion, and I am resolved to defend it against my adversary, Philippe de Valois." The two armies met on Saturday, the 26th of August, 1346. The old windmill, from which Edward III. viewed the English army led on by his son, the

CALAIS  
MILES FROM

## ROUTE 1.—CRECY.

PARIS  
MILES TO

Black Prince, stands on the eminence just behind the village. It is easily distinguished from the other mills by its massiveness, and being of stone. Two miles from Crecy, by the Fontaine and Noyelles road, a cross indicates the spot where the King of Bohemia was slain.

"There lay upon the field of Crecy two kings, eleven high princes, eighty bannerets, one thousand two hundred knights, and more than thirty thousand private soldiers.

"The meeting of Edward and his son took place by torchlight after the battle was over. 'Well have you won your spurs!' said the brave king; 'persevere in the career which you have opened, and you will become the brightest honour of the noble kingdom of which you are the worthy heir.'

"The battle of Crecy was one of the greatest victories ever gained by a King of England, and Edward prepared to avail himself of it, in a manner which should produce some permanent advantage."—SIR WALTER SCOTT'S *Tales of a Grandfather*.

Five miles from Abbeville by diligence (fare, 1 franc), or 9 miles from Crecy, is St. Riquier (pop. 2000). *Inn*—Ange Gardien. In this small village is the church of St. Riquier, built in the 15th and 16th centuries. The fine crucifix over the high altar is a *chef d'œuvre* of Girarden.

96 PICQUIGNY (pop. 2000). With a curious old church, and 90 surrounded by turf beds. Two miles distant is the Roman camp of Tirancourt.

103 AMIENS (pop. 62,000), 76 miles from Boulogne. A large and 83 important station, with good refreshment rooms. *Post-office*—No. 37 Rue Dumeril, second street south from the Hotel de Ville.

*N.B.*—Before visiting the town study carefully the annexed plan.

The most important place to visit is the Cathedral of Notre Dame, within ten minutes' walk from the station by taking the second street to the right, the Rue de Gloriette, and approaching the cathedral by the sacristy. If, however, not pressed for time, the best way is by that broad street, the Rue Noyon, then through the Place St. Denis and the Street St. Denis. In the Rue Noyon is a comfortable hotel, the Ecu de France; and in the Place St. Denis, the Hotel Univers and the Hotel Rhin.

The first stone of this majestic cathedral, towering above the whole town, was laid by Evrard de Fouillay, forty-fifth Bishop of Amiens, in 1220, and was completed during the occupation of Picardy by the English, in the reign of Henry V. of England. It occupies an area of



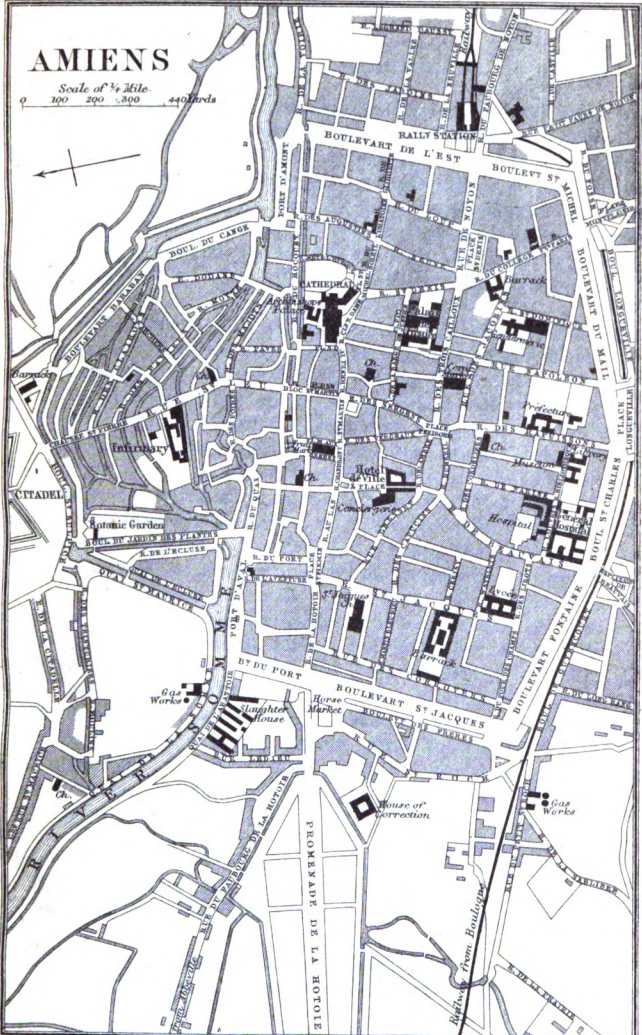
EAST

# AMIENS

Scale of  $\frac{1}{4}$  Mile.  
0 100 200 300 400 Yards



NORTH



SOUTH

WEST

J. Bartholomew, Edin.



## ROUTE 1.—AMIENS.

26,250 square feet. Its greatest length is 394 feet, and 220 feet at the transept. The nave is 230 feet long, and the roof 140 feet above the pavement. One hundred and twenty-six pillars sustain the massive, yet graceful, arches, which carry the triforium gallery, so justly famed for its elegance and beauty. Over the beautifully sculptured portal of the great façade, is a brilliant rose window, 100 feet in circumference, flanked by square towers, 210 and 180 feet high, and linked together by richly sculptured galleries. The portal of the south transept is also beautiful.

The first chapel to the right on entering is St. Christophe's. The next is the chapel of the Annunciation; the fine figures in relief in white marble are by Blasset in 1655, the sculptor of the "enfant qui pleure." In front of this chapel, along the right side of the nave, is the bronze tomb of Evrard Fouillay. The effigy was cast in 1226, when he was still alive. Opposite, on the other side of the nave, is the tomb of the bishop in whose time the cathedral was finished. On the western side of the south transept are coloured stone figures (16th century), representing the history of St. James. The four statues of stone on the altar, against the pillar opposite, are by Blasset; the wooden female figure is modern. The rose windows in the transept, 98 feet in circumference, glow with 15th century glass, symbolising fire and water. The figures on the south side of the screen of the sanctuary represent the histories of St. Firmin and St. Saulve; while those on the north side represent the history of John the Baptist. They are all of the 16th century. The two stone heads, over a small door on the south side of the apse, are likenesses of the couple who gave the ground on which the church is built. On the part of the screen immediately behind the high altar is the *Tomb of the Canon Lucas*, on which is seated, leaning on a skull, the beautiful figure of the "enfant pleureur," a weeping little cherub, the masterpiece of Blasset, 1628. There are here seven apsidal chapels, containing some good glass, especially in that of Our Lady, 13th century.

The Sanctuary (or the space enclosed by the screen) contains 110 admirably carved stalls, 16th century. The reredos of the altar is of stone.

In the north transept is a large stone font above six feet long, which belonged to the original church, built in the 7th century, and called then St. Firmin's.

The sculptured figures here represent passages in the life of David.

CALAIS  
MILES FROM

# ROUTE 1.—AMIENS.

PARIS  
MILES TO

Carefully locked in the tabernacle of the altar, against the pillar of the north transept, is "a bone" of John the Baptist; while "his skull" is preserved in the sacristy, where there is also a silver image of the Virgin.

In the second chapel from the north transept is a marble image of Our Lady, by Blasset, by whom is also the monumental tomb against the corner. In the third chapel from the entrance is an ancient Byzantine crucifix.

There are several other churches in the town, but none of them are of any note.

If time permit the stranger should pass by the Rue Henri IV. to the Promenade de la Hotoie to the west of the town, extending over 52 acres, and return so as to fall in with the Rue des Trois Cailloux, a continuation of the Rue de Noyon leading to the station.

In the centre of the town, to the south-west of the cathedral, is the Hotel de Ville, where, in 1802, the treaty was signed between the French Republic and England. Near the Préfecture (see centre of south side of plan) is the Museum adjoining the library.

Amiens is the native town of Peter the Hermit, who persuaded the faithful to undertake the first crusade. His statue is beside the cathedral.

From Amiens a branch line leads 73 miles west to Rouen, by Forges les Eaux (see Route 17).

Forty miles eastward by rail from Amiens is Ham (pop. 3000) on the Somme (see Route 6A, page 204).

107 LONGUEAU, where this line joins the other line from Calais 79 by Arras and St. Omer (see Route 2, page 175).

137 BRETEUIL station. The town (pop. 3000) is  $4\frac{1}{2}$  miles east. 49 Hotel de l'Ange. Ruins of an abbey of the 11th century. Breteuil station serves also Montdidier, 9 miles west by diligence (pop. 5000). Hotel—Cygne. The Church of St. Pierre, 16th century, contains the tomb of Raoul III. and some Byzantine tapestry.

145 CLERMONT DE L'OISE (pop. 6000). Hotels—Deux Epées; 41 Mouton Blanc. This town overlooks the railway on a hill bordered by the promenade, called the Chatellier. The château is now used as a female prison; it contains 1000 cells. The square tower, 82 feet high, was built in the 10th century. The parish church, St. Samson, built in the 18th century, has good glass.

CALAIS  
MILES FROM

## ROUTE 2.

PARIS  
MILES TO

150 LIANCOURT (pop. 4000). The parish church, 16th century, 36 contains a monumental tomb by Coustou. Manufactories of agricultural instruments, etc.

154 CREIL. On the Oise. The junction of five important railways. 32 The Chemin de Fer du Nord has here large workshops; and in the neighbourhood are quarries of that fine-grained sandstone of which a large part of modern Paris is built. The inns cannot be recommended; the best are the "Chemin de Fer" and the "Commerce." One mile from Creil is the straggling village of Nogent-les-Vierges, with an old Gothic church and curious three-storeyed spire.

186 PARIS. Arrive at the station of the Chemins de Fer du Nord, No. 18 Place Roubaix (see page xiii.)

## ROUTE 2.

### CALAIS TO PARIS, BY HAZEBROUCK AND ARRAS.

Distance 204 miles. Time 7 hours 40 minutes. For Time-tables see under "Calais et Dunkerque à Paris," in the "Indicateur des Chemins de Fer du Nord."

CALAIS (pop. 13,000), (see page 163). 204

7 ARDRES (pop. 2600). Inn: Debruyne, where the coaches run- 197 ning between the station and Ardres, and between Ardres and Guines, stop. The town is 3 miles from the station—fare 40 c.; and 5 miles from Guines—fare 1 fr.

Ardres is a poor quiet town, only worthy of the tourist's notice as the best point from which to visit the hamlet of Balinghem,  $2\frac{1}{4}$  miles distant, by the road to Guines the length of the third kilometre stone, where take the first road to the right. If approached from Guines, take the road to Ardres the length of the fourth kilometre stone, where take the first road to the left.

The famous interview between Francis I. and Henry VIII. in 1520 took place at Balinghem. The pavilions of the monarchs were draped with cloth of golden tissue, which gave the well-known designation to this place. Cardinal Wolsey was master of the ceremonies, and Queen Catherine was present with all her ladies. Two fountains ran with claret and malmsey wine. Nearly 6000 persons and 4325 horses were

CALAIS  
MILES FROM

## ROUTE 2.—ST. OMER.

PARIS  
MILES TO

assembled at this interview between the two "loving brothers," for which, almost a year beforehand, 2000 English workmen were sent over to make preparations in scaffolding, towers, and pageants.

**28** ST. OMER (pop. 22,000). *Hotels*: La Porte d'Or, etc. St. **178**  
Omer is a well-built fortified town. The principal objects of interest are—the Church of Notre Dame, built during the 11th–14th centuries, situated at the western extremity of the town; and the ruins of the Abbey of St. Bertin, built about the same time, and situated at the eastern extremity of the town, near the arsenal and the railway station. The massive square tower of St. Bertin is 190 feet high, and is ascended by 294 steps. From the top eastwards are seen Cassel, and an extensive tract of flat marshy land, where large quantities of vegetables are cultivated, the cultivators inhabiting chiefly the small adjoining villages of Haut Pont and Lyzel. To the west are seen the graceful steeple of St. Sepulcre; and on the left the broad dome of the Hotel de Ville, commenced in 1834 and finished in 1841. In the same square in which it is situate is the Museum, open to the public on Sundays and Thursdays. Farther to the left we have St. Denis, Notre Dame, and the church of the Jesuits, now forming part of the Lycée. Of these buildings Notre Dame is the most important. Walking up the nave of this church, we have on the left the tomb of St. Omer, a work of the 13th century; at the north transept below the bright-coloured rose-window, is a curious clock; and in the southern transept is the chapel containing the wooden image of Our Lady of Miracles, venerated and visited by numerous pilgrims. The wonders which have been performed by her are carefully recorded in large letters on the walls and pillars. St. Louis and his mother visited this image in 1231. In a chapel in the south aisle is a curious Entombment. The figures, as usual, are painted. On this side, below the organ, is a Descent from the Cross by Rubens, and an uncouth stone figure of the god Théroutanne with his two attendants. The organ and pulpit are both fine pieces of workmanship.

The chief manufactories here are linen and pipes.

**39** HAZEBROUCK. Junction with line from Dunkerque to **165**  
Paris (see Route 3, page 177); and line to Lille and Brussels (see Route 5, "Calais to Brussels," page 199).

Between Hazebrouck and Arras are the stations of Aire-sur-la-Lys, Lillers, Bethune, and Lens. Of these the most important is Bethune (pop. 9000). *Hotels*: Nord and Lion d'Or. The town is situate on the

CALAIS  
MILES FROM

## ROUTE 2.—ARRAS.

PARIS  
MILES TO

river Brette, and on the Lawe and Bassée canals. The most notable edifice is an embrasured belfry of the 14th century.

84 ARRAS (pop. 28,000). Refreshment-room. *Hotels*: Petit 120 Saint Pol; Univers; Griffon. An omnibus conveys passengers from the station to the hotels. Junction with line to Douai, 16 miles distant (see Route 6, "Lille to Paris," page 201).

Arras is a strongly fortified town on the Scarpe. The Grande Place contains  $7\frac{1}{2}$  acres. Nearly adjoining is the Petite Place, surrounded by houses of the 17th century, terminating in gables occupied by pigeons. The Cathedral was built in the 18th century, and contains some good statues and pictures. Among others a Descent from the Cross, attributed to Rubens, and a Christ at the Tomb, by Vandyke. The Library, with nearly 40,000 volumes, and the Museum, with a collection of paintings and antiquities, occupy, along with the Savings Bank, that large building to the south of the cathedral, formerly the Abbey of St. Vaast.

Eastwards, in the Petite Place, is the Hotel de Ville, a richly sculptured Gothic edifice, built in 1510. The beautiful tower, containing a chime of bells, is 230 feet high. The church of the Saint Sacrement, built in 1843, is one mass of sculpture, even to the top of its elegant spire, 193 feet high.

Arras has given birth to men distinguished in the annals of science and in the annals of crime. Among the former may be mentioned Baudouin the historian, Lecluse the physician, and Palissot the botanist; and among the latter the two Robespierres and Joseph Lebon.

107 ALBERT (pop. 4700). Hotel de la Gare. A coach awaits 97 here passengers for Peronne, 11 miles distant.

PERONNE (pop. 5000), on the Somme (*Inn*: St. Claude), is a quiet old town. The church of St. Jean, built in 1509, contains good glass. The bell-tower in the market place was built in the 11th century. The château is now used as a barrack. It was in the Tour Herbert that, in 1468, the incidents mentioned in chapter xxvii. of Quentin Durward took place, between Louis XI. (Louis of Valois) and Charles the Bold of Burgundy.

125 LONGUEAU. Here the train goes  $1\frac{1}{4}$  mile westwards to 79 enter Amiens (see page 170).

145 BRETEUIL (pop. 3000), (see page 172).

59

**CALAIS**  
MILES FROM

### ROUTE 3.

**PARIS**  
MILES TO

<u>163</u>	CLERMONT (pop. 6000), (see page 172).	<u>41</u>
<u>169</u>	LIANCOURT (pop. 4000), (see page 173).	<u>36</u>
<u>172</u>	CREIL JUNCTION (see page 173).	<u>32</u>
<u>204</u>	PARIS. The train arrives at the station of the Chemins de Fer du Nord, 18 Place Roubaix. See description of station (page xiii).	

## ROUTE 3.

### DUNKERQUE TO PARIS.

Distance 190 miles. Time 10½ hours. For Time-table see under "Calais et Dunkerque à Paris," in the "Indicateur des Chemins de Fer du Nord," sold at the stations on the line; price 6 sous.

**DUNKERQUE**  
MILES FROM

**PARIS**  
MILES TO

**DUNKERQUE** (pop. 33,000). Steamboat communication between London, Hull, and Leith, to Dunkerque. Dunkerque, besides being one of the ports of Paris, is now a convenient landing-place for tourists bound to Belgium by the railway passing Furnes, Lichtervelde, and Thourout to Bruges, distant 49 miles from Dunkerque. Bruges is 63½ miles from Brussels. For Bruges see Route 4A, Part 1, page 185. For the railway between Dunkerque and Brussels see Map of Picardy.

*Hotels* : Flandre ; Chapeau-Rouge ; Bains, etc.

Dunkerque is a fortified seaport on the Northern Ocean, provided with a first-class lighthouse 170 feet high, and 100 acres of docks. The entrance is rather narrow, between two jetties, of which the eastern is 2556 feet long. The harbour is commodious, and on account of the five canals which centre here, is crowded with great, long, Noah-ark-like barges, constituting the houses as well as the ships of the owners and their families. Adjoining the eastern jetty is the Hotel des Bains, and eastwards the Casino. Between these two establishments stretches a smooth sandy beach, sloping gently towards the sea, affording excellent bathing ground. Behind the Casino a straight road leads inland to the Jardin Royal, the favourite holiday resort of the inhabitants.

After the lighthouse, the next prominent object observed out at sea is the ancient belfry of St. Eloi, a square Gothic brick tower, 300 feet



DUNKERQUE  
MILES FROM

## ROUTE 3.—DUNKERQUE.

PARIS  
MILES TO

high, ascended by 255 steps, and commanding a prospect of 30 miles round. From the top the astronomers, Cassini, Biot, and Arago, made many of their important observations. Similarly constructed towers are seen in many of the towns in the neighbourhood.

Opposite the belfry is the church of St. Eloi, re-constructed in 1560. A little beyond is the great square, having in the centre a statue, by David of Angers, to the memory of Jean Barth, a fisherman of Dunkerque, who rose to the rank of admiral, and is celebrated in the annals of France for his valour and naval exploits. He died in 1702.

In an opposite direction from St. Eloi is the Exchange, containing the museum and picture gallery. The church of St. Jean Baptiste has also some pictures.

5 BERGUES (pop. 6000). *Hotels* : Tête d'Or ; Canon d'Or. 185  
Surrounded by a strong wall, and possessing another of those curious belfries built in the 16th century. It possesses also two other towers, the Tour Blanche and the Tour Bleue, and the remains of the Abbey of St. Winoc.

19 CASSEL (pop. 5000). *Hotels* : Sauvage ; Lion d'Or. Built 171  
on an eminence. Its fine terrace, occupying the site of a Roman castellum, commands a view of the ocean, and of 32 towns and upwards of 100 villages, with their towers and steeples peering through the clumps of trees which stud the plain. In the principal square are the museum and the ancient residence of the Counts of Halluin.

25½ HAZEBROUCK. Here the Dunkerque passengers, both for 164½  
Paris and Lille, change carriages. From Hazebrouck this route is the same as Route 2, which see (page 174).

In PARIS the train stops at the station of the Chemins de Fer du Nord, 18 Place Roubaix.

# RÔUTE 4.

## PARIS TO BRUSSELS,

BY CREIL JUNCTION, TERGNIER JUNCTION, BUSIGNY JUNCTION,  
AND ATH.

See Map of Paris and Brussels to the Rhine. Time by express  $6\frac{1}{2}$  hours. Refreshment-rooms at Tergnier and Busigny.

French custom-house at Feignies, and the Belgian custom-house at Quevy. The Belgian railway time is ten minutes before the French railway time.

For Time-tables see under "Paris à Bruxelles, pour la ligne de Maubeuge à Mons," in the "Indicateur des Chemins de Fer du Nord."

PARIS  
MILES FROM

BRUSSELS  
MILES TO

PARIS. Start from the station of the "Chemins de Fer du Nord." 193

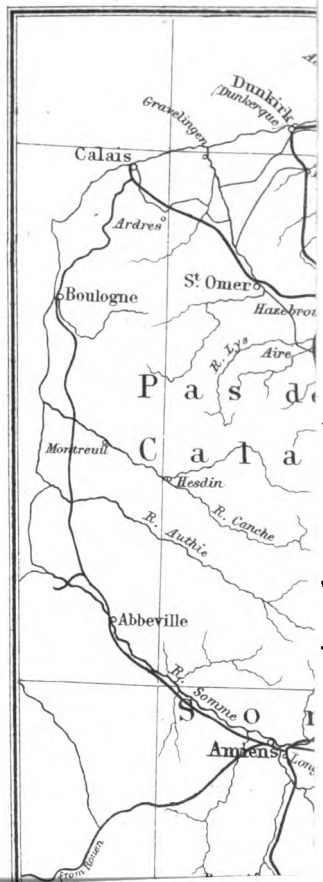
32 CREIL JUNCTION. See page 173. 161

52 COMPIÈGNE (pop. 13,000). See Excursion IV. from Paris, 141  
page 102.

67 NOYON (pop. 7000). *Hotel*: du Nord. Noyon is well built 126  
and paved, and traversed by the stream Vorse, an affluent of the Oise. The fine cathedral, originally erected by Pepin-le-Bref and Charlemagne, was re-constructed in 1180. Its greatest length is 330 feet, and the height of the towers over the entrance 213 feet. The transepts have circular terminations. The interior contains numerous monuments and some good sculptures. Hugh Capet was elected in Noyon in 987 King of France; Charlemagne was crowned here; and John Calvin was born in Noyon on the 10th of July 1509.

77 CHAUNY (pop. 10,000). With bleachfields and works for 116  
the polishing of mirrors. This is the station for Coucy-le-chateau (pop. 1000), 8 miles southwards by coach. It is situated on a steep hill, overlooking the ancient castle of the lords of Coucy, which, according to the great French architect, Viollet-le-Duc, is the most beautiful military construction of the middle ages.

At Chauny a branch line goes to St. Gobain, 10 miles southwards (pop. 3000). *Hotel*: Soleil d'Or. With the most extensive glassworks in France.



PARIS  
MILES FROM

81 TERGNIER

Route 6A, page  
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station the Hotel

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95 ST. QUENTIN

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114 BUSIGNY J

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see under "Lille,  
"Indicateur des C

PARIS  
MILES FROM

## ROUTE 4.

BRUSSELS  
MILES TO

81 TERGNIER JUNCTION (pop. 600), 12 miles from Ham (see 112 Route 6A, page 204), and 4 miles west from La Fère; with military institutions. Refreshment-room in the station, and opposite the station the Hotel Chemin de Fer.

Tergnier, although a most important railway junction, is a most uninteresting village, and a most unfortunate place to be detained at. Those who cannot remain quietly in the waiting or refreshment-rooms may stroll through the village to the canal, and perhaps see a barge passing the locks. Thence walk down to Tergnier, and visit the poor old church and churchyard. Round the chancel, between the painted glass windows, are curious ancient canopies bedaubed with whitewash. In this part of France the communicants supply in turn the bread used every Sunday for the celebration of the Lord's Supper.

95 ST. QUENTIN (pop. 33,000). *Hotels*: Cygne and Angleterre. 98 "Temple Protestant." Cambrai, Valenciennes, and St. Quentin, are kindred towns, employed in the manufacture and bleaching of linen, cotton, and woollen stuffs; and in the working of the coal-mines in this neighbourhood.

St. Quentin stands on a hill on the banks of the Somme. It is poorly built and paved, and the Cathedral, which, from a distance, is a most conspicuous object, is in the town itself concealed by houses. In the principal square is the Hotel de Ville, a handsome building of the 15th century, completely restored. Some of the walls of the halls are hung with beautifully embossed leather, and the beams of the roofs are adorned with strange-looking painted heads, made by the Spaniards. The Rue St. André leads directly from the Hotel de Ville to the Cathedral (15th century). Just behind the Hotel de Ville is the Palais de Justice, containing the ball-room of the town; and the Musée, possessing some paintings and water-colours of merit. A canal passing by the south side of St. Quentin connects the Somme with the Scheldt. Twelve miles west by coach is Peronne. *Hotel*: St. Claude. (Pop. 5000.) For description, see page 175.

114 BUSIGNY JUNCTION. Here the north branch goes to Cam- 79 brai, Douai, and Lille (see Route 6A, page 202; and for Time-tables see under "Lille, Douai, Somain, et Valenciennes, à Maubeuge," in the "Indicateur des Chemins de Fer du Nord").

PARIS  
MILES FROM

## ROUTE 4. BRUSSELS.

BRUSSELS  
MILES TO

142 MAUBEUGE (pop. 11,000). A fortified town, with manu- 51  
factories of firearms and linen.

143½ FEIGNIES. French custom-house station. 49½

146 QUEVY. Belgian custom-house station. The Belgian rail- 47  
way time is ten minutes before the French railway time.

155 MONS (Flem. Berghen) (pop. 27,000). *Hotels*: Garin, Royal, 38  
Couronne. Mons, on the Trouille, is a fortified town, surrounded  
by strong fortifications pierced by five gates.

The streets are in general wide and regular, and the houses handsome and well built. There are eight squares, the most important of which is the Place d'Armes, which contains the government-house and the council-hall. Mons possesses five churches, the principal of which is that of St. Wardru, a building in the Gothic style, commenced in 1460. The chief of the other buildings are the town-hall, a Gothic edifice with a handsome steeple; the castle, court-house, college, theatre, and arsenal. The manufactures of Mons are important and various, consisting of linen, woollen, and cotton stuffs; hardware, firearms, etc. The chief wealth of the place, however, is derived from the coal-pits in the neighbourhood, in which a large number of men are employed.

193 Miles from Paris is BRUSSELS (pop. 310,000).

For London to Brussels, *via* Dover and Calais, or Dover and Ostende, see the Continental Time-table of the London, Chatham, and Dover Railway, Victoria Station, Pimlico, price 1d.; or by letter to the manager of the station, enclosing 1½. in stamps.

*Hotels*.—In the Place Royale are the Flandre, Belle Vue, and Europe, and near the Place the Hotel Regence. At No. 75 Rue Royale the Hotel Mengelle, and the Hotel de Suede near the Theatre de la Monnaie.

The following are less expensive:—The Hotel Britannique, No. 3 Place du Trône; France, in the Rue Royale; the Windsor, in the Rue de la Regence; the Saxe, No. 77 Rue Neuve; and the Campine, No. 45 Marché aux Poulets, next to the new Bourse. The table-d'hôte hour in all the hotels is 5.

There are, besides, hotels opposite the different stations.

Excellent restaurants abound in Brussels, where a good dinner may be had for from two to five francs, not including wine.

## ROUTE 4.—BRUSSELS.

*Railway Stations.*—Brussels has three railway stations : the station of the Chemin de Fer du Nord, at the northern extremity of the Rue Neuve, and the station of the Chemin de Fer du Midi, at the southern extremity of the same street ; and the Chemin de Fer du Luxembourg, near the Zoological Gardens, at the eastern end of the town.

The Belgian time-tables, or the "Indicateurs des Chemins de Fer de Belgique," specify the stations from which the trains start.

CAB TARIFF.	From 6 A.M. to 11 P.M.		From 11 P.M. to 6 A.M.	
	One Horse.	Two Horses.	One Horse.	Two Horses.
	Fr.	Fr.	Fr.	Fr.
The course within the town, including the Luxembourg station and Zoological Gardens . . . . .	1	1½	2	2½
Per hour . . . . .	1½	2	2½	3
For every additional ½ hour . . . .	¾	1	1	1½

*Omnibuses.*—Every ten minutes between the Northern and Southern Railway stations. Every twenty minutes between Ixelles, near the Zoological Gardens, and Molenbeek-St.-Jean at the opposite or western end of the town. Every forty minutes between Schaerbeek, to the east of the northern railway station, to Cureghem, west from the southern railway station. Between the Place Liedts, north from the northern railway station, to St. Gilles, near the southern railway station.

The tramway omnibus starts every ten minutes from the north extremity of the Rue Royale to the Bois de la Cambre, the Bois Boulogne of Brussels ; fare the whole way ½-franc. It runs along the entire length of the Rue Royale, and then enters the boulevards by the Place des Palais and the Place du Trône.

*For Waterloo.*—In summer a four-horse coach leaves the Hotel de Saxe every morning at 7, and is back again at Brussels by 4 p.m.

Or by train from the Luxembourg station to Groenendaël, whence an omnibus conveys passengers through the forest of Soignes to the village of Mont St. Jean. Return ticket, including omnibus, 4 francs.

## ROUTE 4.—BRUSSELS.

From the top of the mound on which the lion stands are seen to the right the Château de Hougoumont, where the French, led on by King Jérôme, attacked the English; to the left, on the Charleroi road, the farm of the Haie-Sainte; and beyond the Belle Alliance, where Blucher and Wellington met after the battle.

*For Laeken.*—An omnibus leaves every ten minutes, from the corner made by the Rue Fripiers and the Rue Marché aux Poulets, near the Bourse. On arriving at Laeken walk up towards the new parish church, and take the causewayed road to the right by a brick wall, which encloses the park of the palace. The entrance is about half-a-mile distant. Laeken is the Versailles of Brussels.

*English Church Service.*—Chapelle du Musée, near the Museum; service at 9 and 3. Chapelle Belliard, in the Leopold district; service at 1 and 3. Chapelle de l'Observatoire; service at 1 and 3.15.

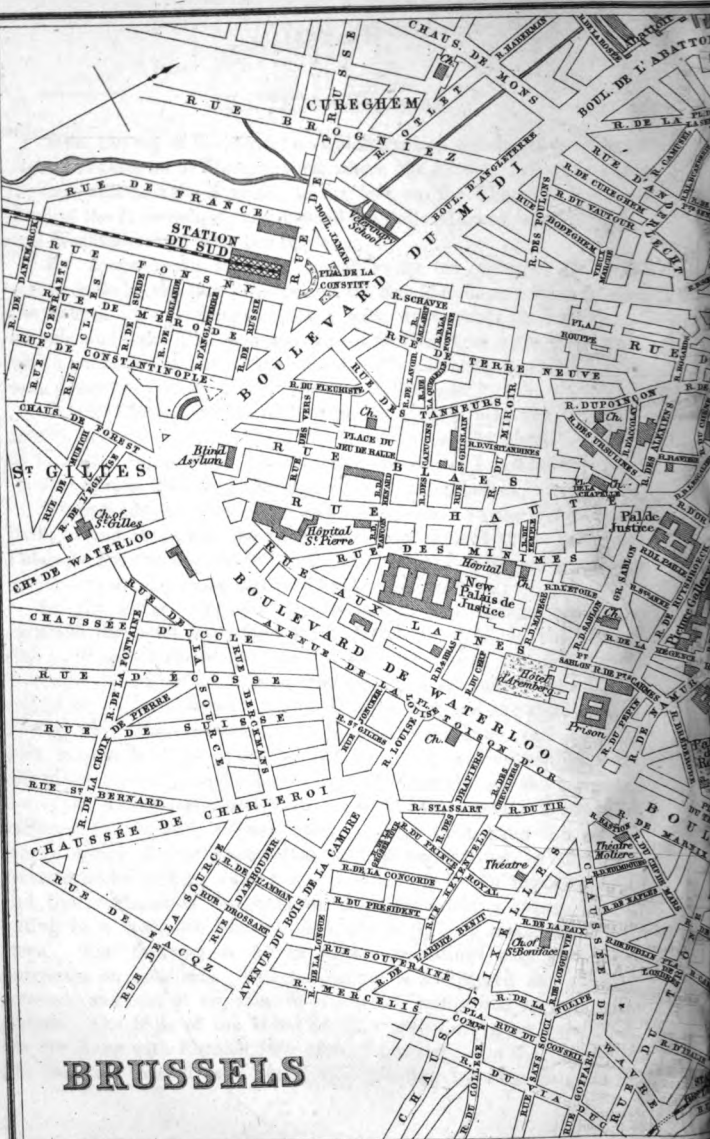
*Post-office* in the Rue de Montagne, near the cathedral.

Brussels consists of an upper and lower town. In the former is the park, having at one end the Palais de la Nation, and at the other the Palais du Roi and the Palais Ducal; while around them are handsome modern dwelling-houses, and broad well-paved streets.

In the lower town are narrow streets and ancient buildings, of which the most important is the Hotel de Ville, in the Grande Place. It was built in 1442, and has a frontage of 262 feet. The basement consists of six four-centred arches on one side of the tower, and of eleven on the other. Above the six arches rise two storeys, each having eight plain square-headed transomed windows, and between each window a plain pinnacle, and over each a four-centred arch. Above the eleven basement arches on the other side of the tower are ten square-headed transomed windows, with statues ranged in canopied niches, both over and between them. Above them rises the second storey, which is less ornamental, and is surmounted by an open rectangular balustrade. The tower is square up to the fourth storey, and the continuation octagonal in three diminishing stages, terminating in a crocketed pinnacle 344 feet high, and ascended by 407 steps. The doorway is set in square mouldings with pinnacled buttresses on each side. The tympanum is sculptured and slightly recessed, and over it are rows of elaborately sculptured niches, with statues. The halls of the Hotel de Ville are of no great merit. A few are hung with Flemish 15th century tapestry. On the ceiling of the Salle du Conseil is a remarkable painting by Jansens. In it







**BRUSSELS**





## ROUTE 4.—BRUSSELS.

the figure of fame with his trumpet seems to have his head turned towards the spectator at both ends of the room. Iris performs a similar feat, while Ceres changes her position. In this room are shown also the silver-gilt salver and keys of the town. In the great Gothic room banquets are given. In the room adjoining the new Salle des Mariages, the Duke of Alba condemned to death the Counts of Egmont and Hornes, who were beheaded on the spot where their monument stands, opposite the Hotel de Ville, and in front of the Maison de Roi, rebuilt in 1515.

The room of the concierge, or door-keeper, is in the lobby through the inner door of the court. Fee to visit the rooms, 1 fr.; and to ascend the tower, 1 fr. The view is extensive, though many will prefer the view from the Colonne du Congrès in the Rue Royale, a little way beyond the Park. It occupies a more elevated position, and is only 154 feet high, and ascended by 192 steps. Behind the Hotel de Ville, at the intersection of the Rue de l'Etuve with the Rue du Chêne, is the odd statuette fountain called the "Man Ken pis," by Duquesnoy, placed here in 1619.

None of the churches contain objects of great art.

The Cathedral of Saints Michel and Gudule occupies an elevated and unincumbered position, a few paces west from the Rue Royale. The proportions are large, with very little ornament, excepting in the first chapel on the left hand of the choir. Two truncated towers, each 224 feet high, separated by a large painted glass window over the portal, compose the façade. The pulpit, by Verbruggen in 1699, represents the Expulsion from Paradise. East from the Cathedral, by the Rue de Ligne, is the Colonne du Congrès.

Passing under the arch in the corner of the Place Royale, opposite the church of St. Jacques, with a fresco painting by Portaels on the tympanum, we reach, on the left hand, a large building, of which the part behind the tall railing is the Public Library, open daily excepting Sundays; while the door of the part adjoining the street leads to the **Museum**. The Natural History Museum is on the ground-floor; the Picture Gallery is in the first storey, and the Historic Gallery in the second.

The pictures have on each of them a small tablet bearing the name of the artist and subject. This collection is rich in works of the great masters of the Flemish school; among others are Rubens, Vandyke, Rembrandt, Jordaens, Teniers, Ph. de Champagne, Ostad, Brueghel,

## ROUTE 4.—BRUSSELS.

Swart, etc. Here also are the two folding-doors with the pictures of Adam and Eve, belonging to the famous painting, by Van Eyck, in the church of St. Avon in Ghent. At the Zoological Gardens, behind the Luxembourg railway station, is the Musée, containing the works of Wiertz, an artist of great merit, who died in 1865. The composition of his pictures is generally startling.

In the Place des Martyrs, off the Rue Neuve, is the martyrs' monument, erected to the memory of those who fell in the war with Holland in 1838.

The principal manufactures of Brussels are those of lace and tulle, carpets, linen and cotton fabrics, jewellery, and articles of vertu. The most remarkable of these is that of lace. The finer sorts of flax used in the manufacture cost from £12 to £16 sterling per lb. An English yard of this lace costs £8. The persons who spin the thread work in rooms almost completely darkened, and are thus compelled to concentrate their attention. The thread spun in this way is said to be finer and more delicate than any that has hitherto been produced by other means.

There is another route between Paris and Brussels. (See under Paris à Douai, Valenciennes, Quiévrain, Mons, et Bruxelles, in the "Indicateur des Chemins de Fer du Nord." Distance 214 miles. Time 12 hours.)

For Ostende to Brussels, see Route 4A, Part 1, page 184.

For Brussels to Luxemburg, see Route 4A, Part 2, page 189.

For Antwerp to Brussels, see Route 4B, page 195.

For Calais to Brussels, see Route 5, page 199.

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## ROUTE 4A.

OSTENDE TO LUXEMBURG, BY BRUSSELS. Distance 246 miles.

In Two Parts.

ROUTE 4A, PART 1.—OSTENDE TO BRUSSELS. Distance 77 miles.

ROUTE 4A, PART 2.—BRUSSELS TO LUXEMBURG. Distance 169 miles.

See Map of Paris and Brussels to the Rhine, page 178.

For London to Brussels, *via* Dover and Ostende, see under that head in the Continental Time-tables of the London, Chatham, and Dover Railway. In Brussels, full particulars will be had at the office of the London, Chatham, and Dover Railway, 81 Montagne de la Cour. For Time-tables in Belgium, use the "Guide Officiel des

## ROUTE 4A.—PART 1.—OSTENDE.

*Voyageurs sur tous les Chemins de Fer de Belgique,* price 4 sous; sold at the stations. For the route from Ostende to Brussels, see under "Ostende à Gand, Alost, Bruxelles," in these Time-tables.

## ROUTE 4A.—PART 1.

## OSTENDE TO BRUSSELS. Distance 77 miles.

OSTENDE  
MILES FROM

BRUSSELS  
MILES TO

OSTENDE (pop. 18,000). The railway is prolonged to the new 77 Jetty, so that passengers with their luggage are embarked and landed precisely as at the Admiralty Pier in Dover,—the steamer leaving as soon as the mail is on board.

*Hotels.*—On the beach, the Océan and Plage; near the Digue, the Hotel Fontaine; in the town, the Hotel Royal de Prusse; near the railway station, the Hotel d'Allemagne; on the quay, the Ship Hotel.

English service in the new church at the end of the Rue Longue. Kursaal on the Digue.

Ostende is a fortified seaport and a pleasant watering-place. The best of the promenades, and at the same time the most noteworthy object in the town, is the stone digue, or breakwater, 30 feet high, and extending three-quarters of a mile parallel to the ocean. The harbour forms the termination of a magnificent net-work of canals.

13½ BRUGES (pop. 44,000). Railway to Dunkerque by Thourout, 63½ Lichtervelde, and Furnes—distance 49 miles (see Route 3, Dunkerque to Paris, page 176).

*Hotels:* Singes d'Or, Londres, Comte de Flandres, all opposite the railway station.

English church in the Rue d'Ostende.

On arriving, walk from the station right down the main street, the "Rue des Pierres;" the first church passed on the right hand is the Cathedral of St. Sauveur, easily recognised by its massive turreted tower; and a stone-throw beyond it is the church of Notre Dame. After passing St. Sauveur, the street des Pierres enters the Grande Place, and continues its course by the Tour de la Halle to the Place du Bourg. In this short space are all the most interesting places of Bruges. As it is the Belgian custom to conceal the finest works of art in the churches whenever possible, the aid of the sacristan is always necessary; fee 1 fr.

Bruges is a dull town, built in an oval form. The cathedral is

## ROUTE 4A.—PART 1.—BRUGES.

a great brick edifice near the station, constructed in the 14th century. The interior contains several objects of rare beauty, of which the most striking is the jubé or rood-loft in front of the sanctuary. The main group over the centre is of one piece of white marble. The stalls in the sanctuary were used by the knights of the Golden Fleece, whose escutcheons are painted over them.

Of the pictures the best are, commencing at the right hand of the nave from the main entrance, The Death of St. Hypolitus, by Jean Hemling, 1430, and a Crucifixion, by Van der Meeren. In the first chapel of the choir there is a curious wood-carving representing the consecration of a bishop; second chapel, Flight into Egypt, by Van Oost; third chapel, brass inlaid black marble tombstone, and a Mater Dolorosa, by Van Eyck; fourth chapel, Last Supper, by Porbus; seventh chapel, the mausoleum of an archbishop. Against the first pillar of the north side of the choir a "Descent," by Claeysens, 1509. Here is also the shoemakers' chapel, and beyond, another beautifully inlaid brass tombstone.

Of the church of Notre Dame, completed in 1297, the gems are the mausoleums of Charles the Bold and of Mary of Burgundy, in the closed chapel behind the altar; fee 1 franc; but for more than one person a  $\frac{1}{2}$  franc each. In the chapel of the South aisle is an image of the Virgin Mary, supposed to be by Michael Angelo. Close to the church of Notre Dame is the entrance to the Hospice de St. Jean, which contains a good collection of the paintings by Memling.

On reaching the Grande Place we have, on the left, the tall brick house, with mullioned windows, in which Charles II. resided. On the right is the fine belfry, 360 feet high, containing a chime of 47 bells.

Continuing in the same direction, we speedily reach the Place du Bourg, with the beautiful Hotel de Ville, 84 feet wide, founded by Louis de Male, Count of Flanders, in 1376. Adjoining is the house of the Ancien Greffe, built in 1537 in the Renaissance style. Close to it is the Chapelle du Saint Sang, of which the crypt dates from the 9th century. In the upper chapel, which is modern, is a silver gilt shrine made by Jean Crabbe in 1617, said to contain the blood of our Lord, which Thierry of Alsace, fifteenth Count of Flanders, brought with him from the Holy Land.

In the Place du Bourg is also the Palais de Justice, containing in the room called "la chambre collegiale" the beautifully carved oak



OSTENDE  
MILES FROM

## ROUTE 4A.—PART 1.—GHENT.

BRUSSELS  
MILES TO

chimney-piece executed in honour of Charles V. Leaving the Place du Bourg by the Rue Haute, then taking the Rue Pré aux Moulins, we reach the Eglise de Jerusalem, built in the 13th century, in a very curious style, by Opice Adornes. There are still some other places which may be visited, such as the Church of St. Anne, near the Eglise de Jerusalem, the Convent des Dames Anglaises, instituted in 1629, and the Academy of Paintings. It is best to visit on foot all the places between the station to the Place de Bourg; and for the rest hire a cab from the stand in front of the Hotel de Ville. Remember also that the churches are shut between 12 and 4.

**41** GHENT or GAND (pop. 123,000). Junction with line to Antwerp, **36** 31 miles north-east. *Hotels*: In the Place d'Armes, the Hotels Royal and Poste. In the Marché aux Grains, the Hotels Vienne and Etoile. *Post-office* opposite the east side of the Palais de Justice. Station for Antwerp at the north-east end of the town. Station for Brussels in the modern part of the town, south-east from the cathedral. Temple Protestant in the Rue de Brabant. The cabs carry with them their tariffs. Those who visit the town in a cab should make the coachman drive to the places in the order we give.

Ghent is situated on the Scheldt and Lys, the ramifications of which divide the town into 26 islands, connected by 42 large and 46 small bridges. All the streets are crooked, and most are narrow and roughly paved. The houses, like those of Antwerp, have large portes-cochers and courts, broad staircases, and large windows.

The most important of the buildings is St. Avon, standing nearly in the centre of the town. The greater part of the crypt is of the 9th century, but an addition was made to it in the 13th, when the choir also was built. The nave is of the 15th century; it is nearly 390 feet long, 150 feet wide at the transepts, and 100 feet high to the roof. The tower is 272 feet high; fee to ascend it, 2 fr. The fee for the belfry is the same, but the staircase up the tower is not only much better, but the view from it, being from a platform, is not interrupted.

The windows of St. Avon have quatrefoil and heart-shaped tracery. On plain piers rest simple pointed arches, and over them are painted the arms of the knights of the Golden Fleece.

In the north or left transept is the font at which Charles V. was baptized. The globular basin alone is ancient. Here also is the door leading into the sacristy, where the sacristan is to be found, whose ser-



OSTENDE  
MILES FROM

## ROUTE 4A.—PART 2.—LOUVAIN.

BRUSSELS  
MILES TO

open space with a church in the centre. On the door of each is the name of the convent, together with that of the patron saint. The number of nuns averages about 800, while in the smaller settlement at the other end of the town there is only about half that number. Near the Great Béguinage are a large penitentiary and asylum. From the Béguinage pass by the Rue du Poudre and the Rue Haute to St. Nicolas, the oldest church in the town, in the Marché aux Grains, then southwards to the Palais de Justice and the Place d'Armes. The Palais de Justice is a very handsome building. On the ground-floor is the Bourse.

77 BRUSSELS, 35 miles from Namur and 27 miles from Antwerp (see page 180). There are two railways between Brussels and Luxemburg. The more direct of the two passes by Ottignies Junction, Namur, and Arlon, a custom-house station. Distance 137 miles. (See Map of Paris, Brussels, and the Rhine.) For time-tables, see under "Bruxelles à Ottignies, Namur, Arlon, et Luxembourg," in the "Guide Officiel des Chemins de Fer de Belgique," sold at all the stations, price 30 centimes. The distance between Brussels and Luxemburg, by Louvain, Liege, and Spa, is 169 miles, which journey forms the second part of Route 4A, between Ostende and Luxemburg.

## ROUTE 4A.—PART 2.

## BRUSSELS TO LUXEBURG AND TREVES.

From Treves, down the Moselle, to Coblenz. Distance between Brussels and Treves 203 miles. (See Map of Paris and Brussels to the Rhine, page 178; and Map of the Rhine and the Moselle, page 232.) From Luxemburg a direct line goes southward to Nancy by Thionville and Metz (see Route 8). And from Treves a line runs 55 miles south to Saarbrücken, on the route to Strasburg (see Route 11).

BRUSSELS  
MILES FROMTREVES  
MILES TO

BRUSSELS (see page 180). Start from the station "du <sup>203</sup> Nord." But if the direct route to Luxemburg be chosen, start from the Luxemburg station.

18 LOUVAIN (pop. 34,000), on the Dyle. Hotels: Suede, Cour <sup>185</sup> de Mons, Sauvage.

In this quiet town the best buildings are:—The Hotel de Ville, commenced in 1448 and restored in 1842. The exterior is beautiful, but the interior contains nothing of importance. The Church of St. Pierre, founded in 1040, was, in consequence of destructive fires, re-

## ROUTE 4A.—PART 1.—GHENT.

vices are indispensable for those who desire to see the curtained pictures ; fee 1 fr. each visitor.

The finest part of St. Avon is the choir, where all the works of art in sculpture and painting are preserved. In the nave the only thing worthy of notice is the pulpit.

In the first chapel in the choir, counting from the right or south transept, is "Jesus among the Doctors," by Porbus ; in the third, a "Crucifixion," by Van Méeren ; in the sixth, "The Adoration of the Lamb," by Van Eyck, his great masterpiece, of which the folding-doors, with pictures of Adam and Eve, are in the gallery of paintings of Brussels. In the seventh, "Our Lord," by Van Honthorst, 1633 ; in the ninth, "St. Avon renouncing his profession of a Soldier and becoming a Monk," by Rubens, containing portraits of himself and of his two wives ; opposite, "The Resurrection of Lazarus," by Venius, 1608. While making this circuit, observe the beautiful brass and marble work of the doors, and the inlaid marble tombstones.

The high altar is surmounted by a marble statue of St. Avon, and on the left is the mausoleum of Antonius, seventh Bishop of Ghent. The four large copper candlesticks before the altar belonged to Charles I. of England. The bishops whose mausoleums adorn the sanctuary are interred in the crypt below.

Within a stone-cast is the belfry, built in 1183, consisting of an octagonal tower surmounted by a pinnaced spire. Within a few yards of it is the Hotel de Ville, of which the richly ornamented florid Gothic façade was built in 1482, and the other with rows of Doric, Ionic, and Corinthian columns, in 1600.

A short distance north from the Hotel de Ville is the largest and most interesting of the squares, the *Marché du Vendredi*, where the Duke of Alva burned the victims of the Inquisition ; and where, in happier times, the Counts of Flanders were inaugurated. At one end is the old cannon, Mad Margaret, in size and manufacture resembling Mons Meg in Edinburgh Castle ; close by is the venerable church of St. Jacques. From the *Marché* southwards by the *Rue Longue de la Monnaie*, then crossing the canal by the first bridge, we pass the Fish-market, and in a corner of a small square (the *Place de Pharailde*) we see a specimen of one of the old turreted gateways of the town. Almost due west from the *Place de Pharailde*, by the *Rue de Bruges*, we reach one of the entrances into the *Great Béguinage*, a nunnery settlement, in the shape of tidy brick-gabled houses, built round an

OSTENDE  
MILES FROM

## ROUTE 4A.—PART 2.—LOUVAIN.

BRUSSELS  
MILES TO

open space with a church in the centre. On the door of each is the name of the convent, together with that of the patron saint. The number of nuns averages about 800, while in the smaller settlement at the other end of the town there is only about half that number. Near the Great Béguinage are a large penitentiary and asylum. From the Béguinage pass by the Rue du Poudre and the Rue Haute to St. Nicolas, the oldest church in the town, in the Marché aux Grains, then southwards to the Palais de Justice and the Place d'Armes. The Palais de Justice is a very handsome building. On the ground-floor is the Bourse.

77 BRUSSELS, 35 miles from Namur and 27 miles from Antwerp (see page 180). There are two railways between Brussels and Luxemburg. The more direct of the two passes by Ottignies Junction, Namur, and Arlon, a custom-house station. Distance 137 miles. (See Map of Paris, Brussels, and the Rhine.) For time-tables, see under "Bruxelles à Ottignies, Namur, Arlon, et Luxembourg," in the "Guide Officiel des Chemins de Fer de Belgique," sold at all the stations, price 30 centimes. The distance between Brussels and Luxemburg, by Louvain, Liege, and Spa, is 169 miles, which journey forms the second part of Route 4A, between Ostende and Luxemburg.

## ROUTE 4A.—PART 2.

## BRUSSELS TO LUXEMBURG AND TREVES.

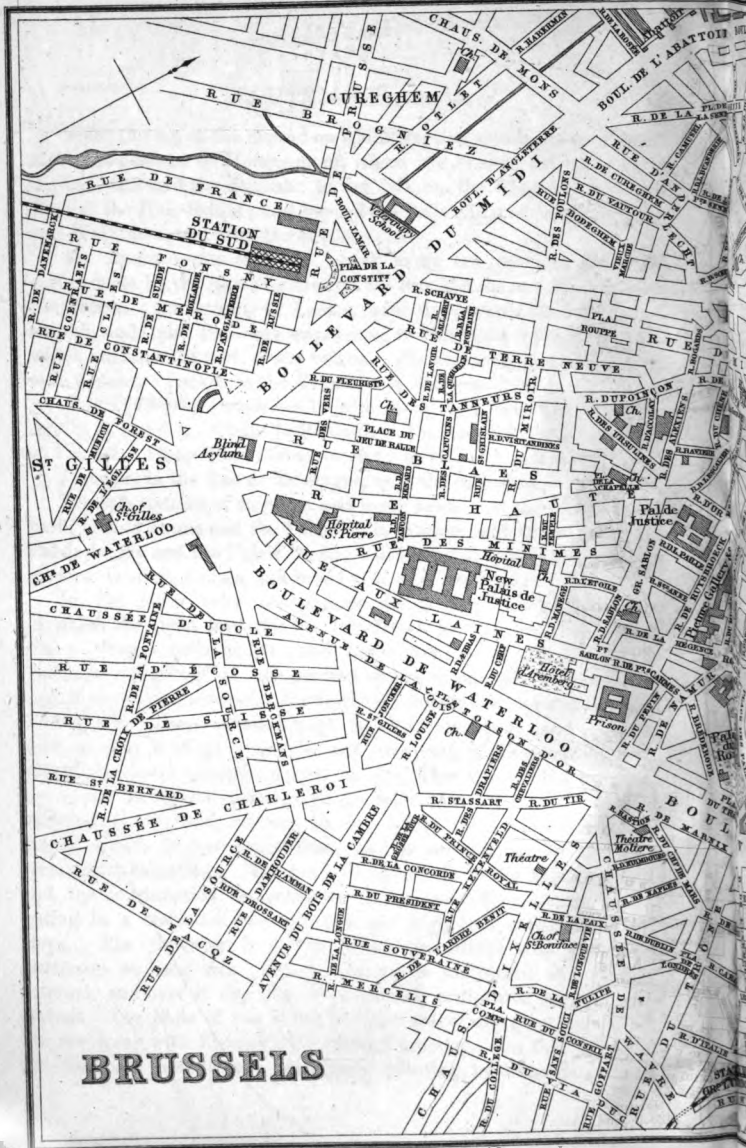
From Treves, down the Moselle, to Coblenz. Distance between Brussels and Treves 203 miles. (See Map of Paris and Brussels to the Rhine, page 178; and Map of the Rhine and the Moselle, page 232.) From Luxembourg a direct line goes southward to Nancy by Thionville and Metz (see Route 8). And from Treves a line runs 55 miles south to Saarbrücken, on the route to Strasburg (see Route 11).

BRUSSELS  
MILES FROMTREVES  
MILES TO

BRUSSELS (see page 180). Start from the station "du 203 Nord." But if the direct route to Luxemburg be chosen, start from the Luxemburg station.

18 LOUVAIN (pop. 34,000), on the Dyle. *Hotels*: Suede, Cour 185 de Mons, Sauvage.

In this quiet town the best buildings are:—The Hotel de Ville, commenced in 1448 and restored in 1842. The exterior is beautiful, but the interior contains nothing of importance. The Church of St. Pierre, founded in 1040, was, in consequence of destructive fires, re-









## ROUTE 4.—BRUSSELS.

the figure of fame with his trumpet seems to have his head turned towards the spectator at both ends of the room. Iris performs a similar feat, while Ceres changes her position. In this room are shown also the silver-gilt salver and keys of the town. In the great Gothic room banquets are given. In the room adjoining the new Salle des Mariages, the Duke of Alba condemned to death the Counts of Egmont and Hornes, who were beheaded on the spot where their monument stands, opposite the Hotel de Ville, and in front of the Maison de Roi, rebuilt in 1515.

The room of the concierge, or door-keeper, is in the lobby through the inner door of the court. Fee to visit the rooms, 1 fr.; and to ascend the tower, 1 fr. The view is extensive, though many will prefer the view from the Colonne du Congrès in the Rue Royale, a little way beyond the Park. It occupies a more elevated position, and is only 15½ feet high, and ascended by 192 steps. Behind the Hotel de Ville, at the intersection of the Rue de l'Etuve with the Rue du Chêne, is the odd statuette fountain called the "Man Ken pis," by Duquesnoy, placed here in 1619.

None of the churches contain objects of great art.

The Cathedral of Saints Michel and Gudule occupies an elevated and unincumbered position, a few paces west from the Rue Royale. The proportions are large, with very little ornament, excepting in the first chapel on the left hand of the choir. Two truncated towers, each 224 feet high, separated by a large painted glass window over the portal, compose the façade. The pulpit, by Verbruggen in 1699, represents the Expulsion from Paradise. East from the Cathedral, by the Rue de Ligne, is the Colonne du Congrès.

Passing under the arch in the corner of the Place Royale, opposite the church of St. Jacques, with a fresco painting by Portaels on the tympanum, we reach, on the left hand, a large building, of which the part behind the tall railing is the Public Library, open daily excepting Sundays; while the door of the part adjoining the street leads to the **Museum**. The Natural History Museum is on the ground-floor; the Picture Gallery is in the first storey, and the Historic Gallery in the second.

The pictures have on each of them a small tablet bearing the name of the artist and subject. This collection is rich in works of the great masters of the Flemish school; among others are Rubens, Vandyke, Rembrandt, Jordaens, Teniers, Ph. de Champagne, Ostad, Brueghel,

## ROUTE 4.—BRUSSELS.

Swart, etc. Here also are the two folding-doors with the pictures of Adam and Eve, belonging to the famous painting, by Van Eyck, in the church of St. Avon in Ghent. At the Zoological Gardens, behind the Luxembourg railway station, is the Musée, containing the works of Wiertz, an artist of great merit, who died in 1865. The composition of his pictures is generally startling.

In the Place des Martyrs, off the Rue Neuve, is the martyrs' monument, erected to the memory of those who fell in the war with Holland in 1838.

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There is another route between Paris and Brussels. (See under Paris à Douai, Valenciennes, Quiévrain, Mons, et Bruxelles, in the "Indicateur des Chemins de Fer du Nord." Distance 214 miles. Time 12 hours.)

For Ostende to Brussels, see Route 4A, Part 1, page 184.

For Brussels to Luxemburg, see Route 4A, Part 2, page 189.

For Antwerp to Brussels, see Route 4B, page 195.

For Calais to Brussels, see Route 5, page 199.

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## ROUTE 4A.

OSTENDE TO LUXEMBURG, BY BRUSSELS. Distance 246 miles.

In Two Parts.

ROUTE 4A, PART 1.—OSTENDE to BRUSSELS. Distance 77 miles.

ROUTE 4A, PART 2.—BRUSSELS to LUXEMBURG. Distance 169 miles.

See Map of Paris and Brussels to the Rhine, page 178.

For London to Brussels, *via* Dover and Ostende, see under that head in the Continental Time-tables of the London, Chatham, and Dover Railway. In Brussels, full particulars will be had at the office of the London, Chatham, and Dover Railway, 51 Montagne de la Cour. For Time-tables in Belgium, use the "Guide Officiel des

## ROUTE 4A.—PART I.—OSTENDE.

Voyageurs sur tous les Chemins de Fer de Belgique," price 4 sous; sold at the stations. For the route from Ostende to Brussels, see under "Ostende & Gand, Alost, Bruxelles," in these Time-tables.

## ROUTE 4A.—PART I.

OSTENDE TO BRUSSELS. Distance 77 miles.

OSTENDE  
MILES FROM

BRUSSELS  
MILES TO

OSTENDE (pop. 18,000). The railway is prolonged to the new 77 Jetty, so that passengers with their luggage are embarked and landed precisely as at the Admiralty Pier in Dover,—the steamer leaving as soon as the mail is on board.

*Hotels.*—On the beach, the Océan and Plage; near the Digue, the Hotel Fontaine; in the town, the Hotel Royal de Prusse; near the railway station, the Hotel d'Allemagne; on the quay, the Ship Hotel.

English service in the new church at the end of the Rue Longue. Kursaal on the Digue.

Ostende is a fortified seaport and a pleasant watering-place. The best of the promenades, and at the same time the most noteworthy object in the town, is the stone digue, or breakwater, 30 feet high, and extending three-quarters of a mile parallel to the ocean. The harbour forms the termination of a magnificent net-work of canals.

13½ BRUGES (pop. 44,000). Railway to Dunkerque by Thourout, 63½ Lichtervelde, and Furnes—distance 49 miles (see Route 3, Dunkerque to Paris, page 176).

*Hotels* : Singes d'Or, Londres, Comte de Flandres, all opposite the railway station.

English church in the Rue d'Ostende.

On arriving, walk from the station right down the main street, the "Rue des Pierres;" the first church passed on the right hand is the Cathedral of St. Sauveur, easily recognised by its massive turreted tower; and a stone-throw beyond it is the church of Notre Dame. After passing St. Sauveur, the street des Pierres enters the Grande Place, and continues its course by the Tour de la Halle to the Place du Bourg. In this short space are all the most interesting places of Bruges. As it is the Belgian custom to conceal the finest works of art in the churches whenever possible, the aid of the sacristan is always necessary; fee 1 fr.

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## ROUTE 4A.—PART 1.—BRUGES.

a great brick edifice near the station, constructed in the 14th century. The interior contains several objects of rare beauty, of which the most striking is the jubé or rood-loft in front of the sanctuary. The main group over the centre is of one piece of white marble. The stalls in the sanctuary were used by the knights of the Golden Fleece, whose escutcheons are painted over them.

Of the pictures the best are, commencing at the right hand of the nave from the main entrance, *The Death of St. Hypolitus*, by Jean Hemling, 1430, and a *Crucifixion*, by Van der Méeren. In the first chapel of the choir there is a curious wood-carving representing the consecration of a bishop; second chapel, *Flight into Egypt*, by Van Oost; third chapel, brass inlaid black marble tombstone, and a *Mater Dolorosa*, by Van Eyck; fourth chapel, *Last Supper*, by Porbus; seventh chapel, the mausoleum of an archbishop. Against the first pillar of the north side of the choir a "*Descent*," by Claeysens, 1509. Here is also the shoemakers' chapel, and beyond, another beautifully inlaid brass tombstone.

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In the Place du Bourg is also the Palais de Justice, containing in the room called "*la chambre collegiale*" the beautifully carved oak

OSTENDE  
MILES FROM

## ROUTE 4A.—PART 1.—GHENT.

BRUSSELS  
MILES TO

chimney-piece executed in honour of Charles V. Leaving the Place du Bourg by the Rue Haute, then taking the Rue Pré aux Moulins, we reach the Eglise de Jerusalem, built in the 13th century, in a very curious style, by Opice Adornes. There are still some other places which may be visited, such as the Church of St. Anne, near the Eglise de Jerusalem, the Convent des Dames Anglaises, instituted in 1629, and the Academy of Paintings. It is best to visit on foot all the places between the station to the Place de Bourg; and for the rest hire a cab from the stand in front of the Hotel de Ville. Remember also that the churches are shut between 12 and 4.

**41** GHENT or GAND (pop. 123,000). Junction with line to Antwerp, **36** 31 miles north-east. *Hotels*: In the Place d'Armes, the Hotels Royal and Poste. In the Marché aux Grains, the Hotels Vienne and Etoile. *Post-office* opposite the east side of the Palais de Justice. Station for Antwerp at the north-east end of the town. Station for Brussels in the modern part of the town, south-east from the cathedral. Temple Protestant in the Rue de Brabant. The cabs carry with them their tariffs. Those who visit the town in a cab should make the coachman drive to the places in the order we give.

Ghent is situated on the Scheldt and Lys, the ramifications of which divide the town into 26 islands, connected by 42 large and 46 small bridges. All the streets are crooked, and most are narrow and roughly paved. The houses, like those of Antwerp, have large portes-cochers and courts, broad staircases, and large windows.

The most important of the buildings is St. Avon, standing nearly in the centre of the town. The greater part of the crypt is of the 9th century, but an addition was made to it in the 13th, when the choir also was built. The nave is of the 15th century; it is nearly 390 feet long, 150 feet wide at the transepts, and 100 feet high to the roof. The tower is 272 feet high; fee to ascend it, 2 fr. The fee for the belfry is the same, but the staircase up the tower is not only much better, but the view from it, being from a platform, is not interrupted.

The windows of St. Avon have quatrefoil and heart-shaped tracery. On plain piers rest simple pointed arches, and over them are painted the arms of the knights of the Golden Fleece.

In the north or left transept is the font at which Charles V. was baptized. The globular basin alone is ancient. Here also is the door leading into the sacristy, where the sacristan is to be found, whose ser-

## ROUTE .4A.—PART 1.—GHENT.

VICES are indispensable for those who desire to see the curtained pictures ; fee 1 fr. each visitor.

The finest part of St. Avon is the choir, where all the works of art in sculpture and painting are preserved. In the nave the only thing worthy of notice is the pulpit.

In the first chapel in the choir, counting from the right or south transept, is "Jesus among the Doctors," by Porbus ; in the third, a "Crucifixion," by Van Méeren ; in the sixth, "The Adoration of the Lamb," by Van Eyck, his great masterpiece, of which the folding-doors, with pictures of Adam and Eve, are in the gallery of paintings of Brussels. In the seventh, "Our Lord," by Van Honthorst, 1633 ; in the ninth, "St. Avon renouncing his profession of a Soldier and becoming a Monk," by Rubens, containing portraits of himself and of his two wives ; opposite, "The Resurrection of Lazarus," by Venius, 1608. While making this circuit, observe the beautiful brass and marble work of the doors, and the inlaid marble tombstones.

The high altar is surmounted by a marble statue of St. Avon, and on the left is the mausoleum of Antonius, seventh Bishop of Ghent. The four large copper candlesticks before the altar belonged to Charles I. of England. The bishops whose mausoleums adorn the sanctuary are interred in the crypt below.

Within a stone-cast is the belfry, built in 1183, consisting of an octagonal tower surmounted by a pinnacled spire. Within a few yards of it is the Hotel de Ville, of which the richly ornamented florid Gothic façade was built in 1482, and the other with rows of Doric, Ionic, and Corinthian columns, in 1600.

A short distance north from the Hotel de Ville is the largest and most interesting of the squares, the Marché du Vendredi, where the Duke of Alva burned the victims of the Inquisition ; and where, in happier times, the Counts of Flanders were inaugurated. At one end is the old cannon, Mad Margaret, in size and manufacture resembling Mons Meg in Edinburgh Castle ; close by is the venerable church of St. Jacques. From the Marché southwards by the Rue Longue de la Monnaie, then crossing the canal by the first bridge, we pass the Fish-market, and in a corner of a small square (the Place de Pharailde) we see a specimen of one of the old turreted gateways of the town. Almost due west from the Place de Pharailde, by the Rue de Bruges, we reach one of the entrances into the *Great Béguinage*, a nunnery settlement, in the shape of tidy brick-gabled houses, built round an

OSTENDE  
MILES FROM

## ROUTE 4A.—PART 2.—LOUVAIN.

BRUSSELS  
MILES TO

open space with a church in the centre. On the door of each is the name of the convent, together with that of the patron saint. The number of nuns averages about 800, while in the smaller settlement at the other end of the town there is only about half that number. Near the Great Béguinage are a large penitentiary and asylum. From the Béguinage pass by the Rue du Poudre and the Rue Haute to St. Nicolas, the oldest church in the town, in the Marché aux Grains, then southwards to the Palais de Justice and the Place d'Armes. The Palais de Justice is a very handsome building. On the ground-floor is the Bourse.

77 BRUSSELS, 35 miles from Namur and 27 miles from Antwerp (see page 180). There are two railways between Brussels and Luxemburg. The more direct of the two passes by Ottignies Junction, Namur, and Arlon, a custom-house station. Distance 137 miles. (See Map of Paris, Brussels, and the Rhine.) For time-tables, see under "Bruxelles à Ottignies, Namur, Arlon, et Luxembourg," in the "Guide Officiel des Chemins de Fer de Belgique," sold at all the stations, price 30 centimes. The distance between Brussels and Luxemburg, by Louvain, Liege, and Spa, is 169 miles, which journey forms the second part of Route 4A, between Ostende and Luxemburg.

## ROUTE 4A.—PART 2.

## BRUSSELS TO LUXEBURG AND TREVES.

From Treves, down the Moselle, to Coblenz. Distance between Brussels and Treves 203 miles. (See Map of Paris and Brussels to the Rhine, page 178; and Map of the Rhine and the Moselle, page 232.) From Luxemburg a direct line goes southward to Nancy by Thionville and Metz (see Route 8). And from Treves a line runs 55 miles south to Saarbrücken, on the route to Strasburg (see Route 11).

BRUSSELS  
MILES FROMTREVES  
MILES TO

BRUSSELS (see page 180). Start from the station "du 203 Nord." But if the direct route to Luxemburg be chosen, start from the Luxemburg station.

18 LOUVAIN (pop. 34,000), on the Dyle. *Hotels*: Suede, Cour 185 de Mons, Sauvage.

In this quiet town the best buildings are:—The Hotel de Ville, commenced in 1448 and restored in 1842. The exterior is beautiful, but the interior contains nothing of importance. The Church of St. Pierre, founded in 1040, was, in consequence of destructive fires, re-

BRUSSELS  
MILES FROM

## ROUTE 4A.—PART 2.—SPA.

TREVES  
MILES TO

erected in 1358. In the second chapel, in the S. aisle, is a curious black image of our Lord, venerated and visited by pilgrims. Many famous paintings of the old Flemish school ornament the church. Among others, in the chapel of the Trinity, is the Last Supper, by Stourbout. In the chapel next to it, the Holy Family, by Quentin Matsys, and next to this last chapel, a Descent from the Cross, by Rogier van der Weyden. The beautiful tower-shaped tabernacle near the high altar is the work of Layens (1433), the architect of the Hotel de Ville.

61 LIEGE (pop. 106,000). (See Route 7, Paris to Frank- 142  
fort ; page 223.)

73½ PEPINSTER JUNCTION. Here change carriages for Spa' 129½  
Luxemburg, and Metz.

83 SPA (pop. 6000). 120

*Hotels.*—Commencing at the railway end of the Avenue du Marteau, the Grand Hotel des Bains, and the Hotels Midi, Belle Vue, and Angleterre. In the Place Royale, opposite the "Etablissement des Bains," the Hotel Limbourg. In the Rue d'Amontville, the Hotel de Flandres, the largest hotel in Spa. In the Place Pierre le Grand, the Hotels Palais Royal, Pays Bas, and Poste. In the Rue de la Cascade, the Hotels York and Europe.

Numerous furnished apartments. Large school for girls. In the Avenue du Marteau are several stables, where carriages and riding-horses are kept for hire.

For London to Spa see under that head in the Continental Time-tables of the London, Chatham, and Dover Railway. Sold at the Victoria Station, Pimlico, price 1d.

The Elixir of Spa is a liqueur resembling in composition, taste, and colour the liqueur manufactured at the Grande Chartreuse (see Route 25). The London agent is E. B. Scott, 8 Duke Street, Adelphi. At Spa it costs 5 francs the litre bottle. In the bathing establishment an ordinary bath, with a large sheet and two towels, costs 1fr. 80c. The water is recommended for chlorosis, poverty of the blood, visceral obstructions, and dyspepsia, and is drunk in the pump-room from the spring Pouhon, which is sulpho-ferruginous, clear, sparkling, pungent, and agreeable to the taste.

*Post-office* in the Rue Neuve, off the Place Royale.

*Spa*, the oldest of the great watering-places, is a clean little town,



BRUSSELS  
MILES FROM

## ROUTE 4A.—PART 2.—LUXEMBURG.

TREVES  
MILES TO

partly surrounded by wooded hills, whose slopes are furrowed with paths and roads, provided with seats and pavilions at the best points for views. The finest edifices are the Bath-house built in 1868, facing the Place Royale, and the Pump-room facing the Place de Pierre le Grand. Between them is the theatre and the café, called the Redoute. Large and broad avenues intersect the town in all directions. Excellent plans of the town and neighbourhood are sold at the booksellers' shops.

**169** LUXEMBURG (pop. 14,200, and 950 feet above the sea- **34** level). *Hotels*: Cologne and Europe, opposite each other in the Rue de la Porte Neuve; and the Luxembourg. Their omnibuses await passengers at the station. The English sovereign is worth here 25 francs, or 6 thalers 20 silber-groschen. In Luxembourg French coins are preferred.

Luxemburg is situated on a small plateau nearly completely surrounded by lofty escarpments and dismantled forts, which add greatly to the natural picturesqueness of the position. The best view is from the parapet at the foot of the Rue de Beaumont, the first street to the right in going from the Hotel de Cologne up the Rue Porte Neuve towards the gardens. A similar view is had from the gardens to the right of the gate, or rather of the place where the gate used to be.

Below are the valley of the Petrusbach, and the Unterstadt, or Low Town, and opposite, high cliffs, crowned with dismantled forts.

To descend to this quarter, take the first street going downwards to the left of the Hotel de Cologne, the Grand Rue, or Grosz Strasse, and its continuations, the Rues Marché aux Herbes, Boucherie, Marché aux Poissons, and St. Michel, whence pass through the Porte de Treves or Trier. At Luxemburg junction with line to Thionville or Diedenhofen, 23 miles south, from which Metz is 17 miles farther south. See Route 8,—Paris to Metz by Rheims. Sedan is 73 miles west from Thionville. Junction also with line to Longuyon, 41 miles west (see Route 8).

**193½** WASSERBILLIG. This village, on the Moselle, at its junc- **9½** tion with the Sauer, is the station to alight at to visit the Ygel monument, in the village of Ygel, about 2 miles east from Wasserbillig (see map of the Rhine and the Moselle, page 232). Opposite the station is an inn where a glass of beer and some light refreshments may be had. Walk up to the other end of the village, cross the Sauer by the donkey-backed bridge, then walk down the Moselle by a good road among vineyards, and alongside the railway, which the road crosses near the

BRUSSELS  
MILES FROM

## ROUTE 4A.—PART 2.—TREVES.

TREVES  
MILES TO

entrance to the village of Ygel. At the other end of the village, to the left, is the monument, consisting of a square tapering reddish quadrangular pillar, 70 feet high, 16 long, and 13 broad. It is covered with partially defaced sculptures in relief. On the top is a pediment, over which rises a peaked roof, terminating in a finial in the form of an eagle. This most remarkable structure is supposed to have been erected in the 2d century by Secundinus Aventinus, and is one of the most perfect Roman monuments north of the Alps.

**198** CONZ, a most important railway junction ; but rather a small **5** station. Junction with line to Saarbrücken, 47 miles south (see Route 11, Metz to Strasburg, page 315).

**203** TRIER, or TREVES (pop. 24,000), on the Moselle.

*Hotels.*—Roth's Haus, in the Hauptmarkt. Before the entrance into the Roth's Haus, a short street, the Fleisch Strasse, leads directly to the Kornmarkt, in which are situated the Post-office and the Post Hotel. From the Hauptmarkt a short narrow street leads to the cathedral, and a long broad one in the opposite direction to the Porta Nigra. At the foot of the Brod Strasse, and opposite each other, are the Hotels de Treves and de Venice or Venedig. Their omnibuses await passengers at the railway station.

Cab-stands in the Hauptmarkt and in the Kornmarkt. Fares— from any one point to another in the town, 6 groschen for two persons, and for every other  $2\frac{1}{2}$  groschen more

By the hour, for from 1 to 2 persons, 15 groschen ; from 3 to 4, 25 groschen.

Junction with line to Duren, 108 miles north. Duren is 15 miles west from Cologne (see Route 7, Paris to Frankfort. Eighty-seven miles south from Trier, at the station of Enskirchen, a branch line of about 15 miles extends to Bonn.

The railway station is a little above the bridge, on the left bank of the Moselle. The greater part of this bridge was built by the Romans.

The steamboat wharf is a little below the bridge, on the right bank of the Moselle. In winter the steamers sail for Coblenz at 7.30 a.m., and in summer at 6 a.m.: time 9 to 11 hours. Fare, 4 thalers. Coblenz is reached in 8 hours from Treves, by taking the rail by Saarbrücken.

On board the Moselle steamers refreshments are had at even a more moderate rate than at some of the hotels. Maps of the river are sold on board at 5 groschen each.

## ROUTE 4A.—PART 2.—TREVES.

Those wishing to break the journey must, before leaving the boat, request the purser to visé (bescheinigen) their ticket.

Fare to land by small boat, 1 groschen each, including luggage.

A diligence leaves the post-office daily for Coblenz : time 12 hours.

Churches closed after 12 A.M.

Beyond the Porta Nigra is the church of St. Paulin, with frescoes painted by Scheffer.

In the time of Julius Cæsar, Treves was a large and important town, the capital of the Treviri. At present it is remarkable for its Roman remains.

From the Hotel Rothes Haus across the Hauptmarkt, and then up a narrow street, the Stern Gasse, is the Dom or Cathedral, founded in the 4th century, but of the original church all that remains is a short massive granite column, lying near the main entrance.

The present edifice, built of alternate layers of stone and brick, is 362 feet long, 160 wide, and 100 high. Strong piers, adorned with curious sculpture, support semicircular segmental four-centred and equilateral arches. Behind the high altar is preserved the great relic of the church, the supposed tunic of our Lord, but it is shown only on great occasions. In the church of Argenteuil is another tunic (see page 99). Under the organ-loft, surrounded by marble colonnettes, is the mausoleum of Baldwin of Luxemburg. In the crypt under the church are more mausoleums, yet none of any remarkable beauty. Adjoining is the Liebfraukirche, built in a circular form. It was commenced in 1227, and finished in 1244. The interior rests on twelve round columns, with round gilded capitals, each bearing on the shaft a painting in fresco of an apostle, all of which are visible from the diamond-shaped piece of blue marble in the floor a few steps in advance of the entrance. Behind the pulpit is a painful-looking Entombment. Now go up the narrow street to the Pallast Platz, a very large square, of which one end is occupied by the palace barracks, or Caserne, and the Basilica, a great brick building, 235 feet long and 104 high, now used as a Protestant place of worship. At the opposite end of the square are seen the very interesting ruins of a Roman palace and baths. To reach them it is necessary to leave this square by the narrow street to the right of the Basilica, the Jesuiten Strasse, and then first street to the left, the Weberbach Strasse, leading to the Weber Thor. Those, however, who desire to visit the Library and Museum (open every week day from 10 to 12) should walk up the Jesuiten Strasse till they arrive

## ROUTE 4A.—PART 2.—TREVES.

at a large building on the left hand, comprehending the gymnasium, the library, and museum. Among the MSS. the most precious is the Codex Aureus, containing the four Gospels written in gold letters on parchment, and superbly bound, and adorned with precious stones and a large onyx cameo. This MS. was presented by Ada, sister of Charlemagne, to the Abbey of St. Maximin. To reach the baths, having passed by the Weber Thor, or gate, turn to the left, and keep the road alongside the wall, till having reached a small house beside a wooden railing. The door-keeper lives here. Fee, 5 groschen each. These ruins were originally a Roman palace, built in the 1st century, of which the baths formed only a small part. From the top of the tower, ascended by 76 steps, there is a good view of the town.

The high road in front of this tower, leading in the direction towards the hill, conducts to the Amphitheatre, about ten minutes' walk distant, in an open space on the left of the road. But of that building little remains. Now return again to the Hauptmarkt, and walk up the Simeons Strasse to the Porta Nigra, a large gateway, erected probably about the beginning of the 4th century. It has a frontage of 125 feet, is 54 feet broad, and its highest part is 99 feet. The two gateways have semicircular arches, and are 24 feet high. Over them are two storeys, each having six windows, with stilted arches, separated by colonnettes with cushioned capitals. On each side rises a spacious tower, similarly constructed, of which one rises a storey higher than the rest of the building. By the side of this tower a modern addition was built, which was used as a church.

Six miles from Treves is the Ygel monument (see under Wasserbillig). Those who have no time to visit it can see an excellent model of it at Lintz's, the bookseller's shop near the Hotel de Treves, who has also good plans of the town.

From Treves we can take the line to Duren, 108 miles north, and join Route 7 at Cologne; or the line to Saarbrücken, 55 miles south, and join Route 11. Or take the steamboat to Coblenz (see map of the Moselle, page 232). The sail down the Moselle in the summer season, when fruit is plentiful, is preferred by some to the sail on the Rhine, as the Moselle is much narrower, and more sinuous, but it has neither such important towns nor such romantic castles on its banks.

The largest towns passed on the way down from Treves are—Neumagen (pop. 2000), with the ruins of a castle; Pörsch (Inn: Hayn), whose vineyards produce one of the best Moselle wines; Berncastel

## ROUTE 4B.—ANTWERP.

(pop. 2000), with a pier, at which the steamer halts. Above, on a hill, is a ruined castle built in 1036. Trarbach (pop. 2000, chiefly Protestants). *Inn*: Allmacher, near the pier. This is one of the cleanest and best towns on the Moselle. Zell (pop. 1800) with a pier, and near it the Rothes Haus inn. Alf (pop. 1500), *Hotels*: Post, Bellevue. This is the station to land at for the Baths of *Bertrich*, 6 miles distant. During the bathing season an omnibus awaits the passengers from the steamer. Bertrich lies in a hollow, protected from the north and east winds, and has, on account of the efficacy of its mineral waters, been increasing rapidly. Their temperature is 89° Fahrenheit, and in their composition are nearly similar to those of Carlsbad in Bohemia.

After Alf follow the ruins of the Marienburg, the largest on the Moselle. Cochem (pop. 2900), with an old castle. *Hotels*: Union, Kehr, near the pier. Moselkern, station to alight at to visit the beautiful and admirably situated castle of Eltz, built in the 10th century, on a cliff nearly 1000 feet above the sea-level. It is about 3 miles distant by the footpath up the Eltzer stream.

For the steamboat and railway stations of Coblenz, see Route 7, under Coblenz, page 235.

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 ROUTE 4B.

## ANTWERP TO BRUSSELS.

Distance 27 miles. Fares, 3½ fr., 2½ fr., and 1½ fr. For Time-table see under "Anvers, Malines, Bruxelles," in the "Guide Officiel des Chemins de Fer du Belgique," price, 30 c.; sold at the railway stations. In England, see under "London to Antwerp and Back," in the Continental Time-tables of the London, Chatham, and Dover Railway. See map of Holland, page 208.

ANTWERP (pop. 120,000) on the river Schelde or Escout, 31 miles north-west from Ghent. The steamers from London, Leith, Grimsby, Harwich, and Rotterdam, arrive at the Quay Van Dyck, directly west from the Cathedral by the street called Canal au Beurre Sucre.

*The Railway Station* for Brussels and Rotterdam is on the eastern side of the town, near the Zoological Gardens; and for Ghent and Ostende in the Rue St. Michel, on the river, near the citadel.

*Hotels*.—In the Place Verte, near the Cathedral, the Hotel St.

## ROUTE 4B.—ANTWERP.

Antoine ; adjoining the Cathedral the Hotel Flanders ; adjoining the Post-office the Hotel Europe ; in the Place de Meir the Grand Laboureur ; and near it the Hotel de la Paix. Post-office in the Place Verte.

The Cathedral is shown by the sacristan between 12 and 4 ; fee, 1 fr. Entrance then by the door from the Place Verte. Strangers can, however, quietly examine all the building (excepting the pictures) by themselves, without paying anything. The tower may be ascended from 8 A.M. to 4 P.M. ; fee, 75 c.

The best way to visit Antwerp is to hire a cab, not later than 10. Make the driver first go by the Grande Place, passing the Hotel de Ville, to the church of St. Paul's ; and thence by St. Charles Borromeus to the Musée (picture gallery) in the Rue du Fagot. From the Musée visit St. Jacques, and thence down to No. 7 Rue Rubens, and back again to the Place de Meir, whence drive to St. André and the Cathedral. This does not include the docks, quays, public gardens, and fortifications, which, although extensive, are not characteristic.

Antwerp is a well-built fortified city, with spacious docks and quays on the river, and beautiful streets and buildings of great interest in the town. Of the latter, the most remarkable are the churches ; and of these the great characteristics are the beautifully carved woodwork as exhibited in the stalls, confessionals, and pulpits ; the sculptured marbles as exhibited in the columns and banisters of the altars, and not unfrequently in the statues over them. After the churches the most important edifice is the Hotel de Ville, an imposing structure in the Florentine style, completed in 1565, and adorned with paintings and frescoes.

The Cathedral was commenced in the 14th century, and completed in the 16th. It is 380 feet long from west to east, and 211 feet long at the transepts, and 169 feet broad at the nave, having on each side three aisles, of which the arches are supported on 125 pillars. These pillars or piers have no capitals, and the only decoration is a rectangular panelling with quatrefoil mouldings over the arches of the nave. The roofs are quadripartite, excepting at the transepts, where it is adorned with tracery. Over the transept is an octagonal tower, built in 1534. On the ceiling is a painting of the Assumption, by Schut.

The beautiful tower over the portal, commenced in 1352 and finished in 1518, is 397 feet high. Five hundred and fourteen steps lead up to la Galerie on the top of the tower, and 102 steps more through beautiful open mullion work to the top of the pinnacle. It contains a

## ROUTE 4B.—ANTWERP.

clock made in 1458 with a chime of 40 bells, besides other 43 bells for ringing. Amongst those is the bell weighing 16,000 lbs., called Carolus, after its godfather Charles V., which takes 16 men to ring. Fee to visit the tower 75 c. In front of the tower is the famous canopied iron draw-well by Quentin Matsys.

In the interior of the church attention ought to be directed to the marbles, but especially to the carved woodwork. On the eastern side of the right or southern transept are St. Francis, by Murillo, and the gem of Antwerp, the Descent from the Cross, by P. P. Rubens—both covered. Opposite are the Last Supper, by Venius, the master of Rubens, and the Marriage at Cana, by Vos. On the eastern side of the north transept is the Elevation of the Cross, by P. P. Rubens (covered), and opposite Christ in the midst of the Doctors, by Franken, of which the faces are portraits of Calvin, Luther, and Melancthon. In the second chapel from the right transept, in the choir, is the Resurrection, by P. P. Rubens (covered). On the reredos of the high altar is the Assumption, by P. P. Rubens (covered).

Leaving the cathedral by Quentin Matsys' canopied iron well at the foot of the tower, we enter the Grande Place, where, besides the Hotel de Ville, there are some curious houses. From this Place a short way north by the Rue de Change is the church of St. Paul's, generally recommended to travellers on account of an absurd representation of Mount Calvary and Purgatory, entered by the side door; but much more deserving of notice on account of its carved work, sculptured marbles, and curious pendants. A short distance east from the cathedral is St. Charles, re-built in 1718 by the Jesuits, and loaded with ornaments. The most beautiful part is the Chapel of the Virgin, to the right hand on entering. A little way north from St. Charles is the Picture Gallery or Musée, in the Rue Fagot, containing a fine collection of paintings. Each picture bears the artist's name. Admission free on Sundays and Thursdays, other days 1 fr.

Among the artists are Rubens, whose chair stands at the entrance; Quentin Matsys, whose *chef d'œuvre*, recently restored, occupies the centre of the second room; Jordaens the elder, Cuyp, Van Dyck, Ruysdael, Tenniers, Vos, etc.

Directly east from the cathedral, by the broad street Rue Neuve, is St. Jacques, finished in 1431, full of beautiful marbles and woodwork, of which the high altar and screen, and roodloft enclosing the sanctuary, afford beautiful examples. The chapel behind the high altar contains

## ROUTE 4B.—MALINES.

the tombs of Rubens and his family. The altar-piece (generally covered) was painted by him, and represents Mary presenting the child Jesus to St. Jerome. The white marble reclining figures represent the dying Christian and Eternity. A short way south is the Place de Meir.

At the eastern end of the Place de Meir is the Rue Rubens, where all that remains of the once splendid mansion built by him in 1611, and in which he died in 1640, is the portico, which stands in the garden of the house, No. 7 of this street. At the western end of the Place is the entrance to the new Bourse, the last having been destroyed by fire in 1858.

Half-way between the cathedral and the citadel is the Church of St. André, rebuilt in 1756. It contains an imposing high altar and a very beautiful pulpit, representing Christ appearing to Peter after the draught of fishes. Against the pillar of the S. or right-hand transept is the tomb of Barbara Maubray and Elizabeth Curle, ladies of honour to Mary Queen of Scots, whose portrait, painted by Porbus, is over the inscription.

Fifteen miles north from Antwerp and 12 miles north from Brussels is MALINES or MECHELN, an important railway junction, where carriages are generally changed. Large refreshment-rooms in the station.

In the town, which is at some little distance from the station, the principal hotels are the Hotel de Brabant, near the cathedral; the Hotel St. Antoine, in the Rue d'Egmont, etc.

Malines (pop. 35,000). On the Dyle. A town consisting of broad and handsome quiet streets and squares. The cathedral, which is seen from a great distance, was commenced in the 12th and finished in the 15th century. The tower is 326 feet high. In St. Jean (a church near the cathedral) the reredos of the high altar bears four paintings by Rubens. In one of the chapels behind the high altar of Notre Dame, a church on the way from the station, is the famous painting by Rubens of the Miraculous Draught of Fishes.

Twenty-seven miles from Antwerp is BRUSSELS (see page 180).



## ROUTE 5.

## CALAIS TO BRUSSELS,

## BY LILLE, TOURNAI, ATH, AND HAL.

Distance 134 miles. Time by quick trains, 5 hours. See Map of Paris, Brussels, and the Rhine, page 178. For Time-tables, see under "London to Brussels and Back *via* Calais," in the Continental Time-tables of the London, Chatham, and Dover Railway; sold at the Victoria station, Pimlico, price 1d.; or by letter to the manager of the station, enclosing a 1½d. stamp.

CALAIS	BRUSSELS
MILES FROM	MILES TO

CALAIS (pop. 13,000). See Route 1, Calais and Boulogne 134  
to Paris, page 163.

7 ARDRES (pop. 2600). See Route 2, Calais to Paris by Haze- 127  
brouck, page 173.

26 ST. OMER (pop. 22,000). See page 174. 108

39 HAZEBROUCK (pop. 10,000); junction with branch to Dun- 95  
kerque (see pages 174 and 177).

66½ LILLE (pop. 160,000). For London to Lille, see under that 67½  
head in the Continental Time-tables of the London, Chatham, and  
Dover Railway. For Lille to Paris, see Route 6 and 6A., pp. 201 & 202.

*Hotels.*—Europe; France; Gand; Villeroy; Singe d'Or; Flandre  
et Angleterre.

An omnibus conveys passengers from the station to and from the  
hotels.

Post and Telegraph offices are in the Rue de Marais.

Lille is a strongly fortified town, with the old ramparts converted  
into beautiful parks, and the new fortifications built so far distant as  
not to interfere, as formerly, with the traffic. It is a busy manufactur-  
ing town, with handsome new streets and houses, yet retaining sufficient  
of the antique to impart an interesting appearance to it, such as is  
seen in the Grande Place, where the Bourse occupies the most pro-  
minent part. This edifice was commenced under the dominion of the  
Spaniards. In the centre of the court is a statue of Napoleon I., made  
from cannon taken at Austerlitz.

In the middle of the "Place" stands a column, testifying to the  
valour displayed by the citizens in 1792. A street leaving the south-  
west corner of the Place leads to the Hotel de Ville, containing the

CALAIS  
MILES FROM

# ROUTE 5.—LILLE.

BRUSSELS  
MILES TO

Picture Gallery and the Industrial Museum, devoted especially to the illustration of the products and manufactures of the town, such as silk, cloth, glass, beet sugar, imitation precious stones, colours, pipes, tiles, pencils, etc. etc. The picture gallery contains some of the best works of the Italian, Flemish, and French schools; and some of Michael Angelo's architectural drawings. Open every day to the public from 9 to 4.

The citadel is considered one of Vauban's masterpieces; admission readily granted. At the entrance is a spacious exercise ground, used also for the fairs. In the vicinity is the fine new Prefecture, opposite the Post-office. From the north-west corner of the Grande Place a street leads to the Cathedral Notre Dame de la Treille et Saint Pierre, commenced in 1855, on the site formerly occupied by the Castle of Buc, constructed by Julius Cæsar, B.C. 50. West is the Rue Royale, another of the perfectly straight streets, with the church of Saint Catherine. Here, above the high altar, is the Martyrdom of St. Catherine, by Rubens; and in one of the chapels the statue of Notre Dame de la Treille, venerated by the Lilleans since the 11th century. At the north end of the Rue Royale is St. Andrée, with a handsome pulpit and some good pictures of the Flemish school. At the north-east extremity of the city, on the other side of the Deule, by the Pont Neuf, is the Madeleine, built in 1675, and containing the Adoration of the Shepherds, by Rubens, and a Crucifixion by Van Dyck.

Lille has numerous foundries and manufactories, and 140 mills with 400,000 spindles.

**73½** BAISIEUX. Station of the French custom-house. **60½**

**76½** BLANDAIN. Station of the Belgian custom-house. **57½**

**81** TOURNAI (pop. 32,000). A fortified town on the Schelde, **53** lined with broad quays and spanned by several bridges.

*Hotels.*—Near the station, the Bellevue. In the town, the Singe d'Or; Imperatrice.

The old town stands on the left bank, and the new town, which is distinguished by its neat regular streets and well-built houses, on the right. In the former, the most remarkable building is the Cathedral, a large, ancient, and beautiful edifice in the Gothic style, with five pointed towers. The interior, which is peculiarly impressive, contains, in the first chapel of the south aisle, a Crucifixion by Jordaens, and on

CALAIS  
MILES FROM

## ROUTE 6.—DOUAI.

BRUSSELS  
MILES TO

a pillar to the left of the high altar, the Rescue of the Souls from Purgatory, by Rubens. Adjoining the cathedral is the belfry, erected in 1190, and restored in 1852.

Tournai, or Tournay, is supposed to be the Civitas Nerviorum of Julius Cæsar, called at a later period Tornaius. Four miles distant is Mont St. Aubert, 300 feet high, commanding an extensive view of the surrounding country.

101 ATH (pop. 9000), on the Dendre, an important railway junction. 33

116 ENGHIEU (pop. 3000), also an important railway junction. 18

125½ HAL (pop. 8000), on the Senne, with a beautiful church (Notre Dame) built in the 14th century. The high altar of alabaster was erected in 1533. But the great object of attraction is a miracle-working image of the Virgin, which, among other wonderful performances, caught thirty-three cannon-balls during a siege of the town.

134 BRUSSELS (see page 180).

For Brussels to Luxemburg, see Route 4A, Part 2, page 189.

For Brussels to Antwerp, see Route 4B, page 195.

For Ostende to Brussels, see Route 4A, Part 1, page 184.

## ROUTE 6.

### LILLE TO PARIS, BY ARRAS AND AMIENS.

See Map of Paris and Brussels to the Rhine, page 178. Distance 156 miles. Time by express train, 5½ hours. Fares, 23 fr., 21 fr., and 15 fr.

LILLE  
MILES FROM

PARIS  
MILES TO

LILLE (pop. 160,000), 66½ miles from Calais (see page 199). 156

14 CARVIN. 142

21 DOUAI (pop. 26,000). *Hotels*: Europe; Versailles; Flandre; 135  
20 miles from Valenciennes by Somain Junction (see Route 6A).

A prosperous town in the great northern coal-fields of France, possessing important manufactories and foundries for the construction of machinery and cannon. The finest, and indeed the only remarkable building in Douai, is the Hotel de Ville, a profusely sculptured Gothic edifice of the 15th century. From the centre of the façade rises a

LILLE  
MILES FROM

## ROUTE 6.

PARIS  
MILES TO

handsome square turreted tower, 130 feet high, surmounted by a curiously wrought spire, 48 feet higher. The Porte Notre Dame belongs to the same period. The Picture Gallery in the Museum contains some paintings by Velasquez, Van Dyck, Rubens, Champaigne, Teniers, etc. The Library contains 45,000 volumes and 1000 MSS. In the early part of July commences a five days' festival, when, at 9 A. M., the giant Gayant, attired in traditionary costume, sallies forth with his family from the gateway of the Museum. These stupendous figures are made to move along by men concealed within their robes and flowing vestments. It is a commemoration of the entry of the French into the town, July 6th, 1667. In the year following they took Lisle, Charleroi, and many other towns in the Netherlands. Gayant may have been a general in the French army of invasion.

The Benedictine College in this town is one of the great training schools for English and Irish Catholic priests. Douai gives its name to an edition of the Bible, with copious notes by Roman Catholic divines.

<u>36</u>	ARRAS (pop. 28,000), see page 175.	<u>120</u>
<u>59</u>	ALBERT (pop. 4700), see page 175.	<u>97</u>
<u>75</u>	LONGUEAU and AMIENS (see pages 175 and 170).	<u>81</u>
<u>115</u>	CLERMONT (pop. 6000). See Route 1, Calais and Boulogne to Paris, page 172.	<u>41</u>
<u>124</u>	CREIL JUNCTION. See Route 1, Calais and Boulogne to Paris, page 173.	<u>32</u>
<u>156</u>	PARIS. The train arrives at the station of the Chemins de Fer du Nord, 18 Place Roubaix (see page xiii.)	

## ROUTE 6A.

LILLE TO PARIS,

BY VALENCIENNES, CAMBRAI, AND TERGNIER JUNCTION.

Distance 200 miles. See Map of Paris and Brussels to the Rhine. For the Time-tables, see for Lille and Valenciennes, under "Chemin de Fer de Lille à Valenciennes," in the "Indicateur des Chemins de Fer du Nord;" and for the rest of the journey, under "Lille, Douai, Somain, et Valenciennes, à Maubeuge, St. Quentin," etc., in the same Indicateur. A great part of this tour lies in the coal country.

LILLE  
MILES FROM

## ROUTE 6A.—CAMBRAI.

PARIS  
MILES TO

LILLE (pop. 160,000), 66½ miles from Calais (see page 199). 200  
 30 VALENCIENNES (pop. 27,000) ; 20 miles from Mons and 59 170  
 from Brussels (see Route 4, Paris to Brussels, page 178) ; and 20  
 miles from Douai (see Route 6, Lille to Paris by Douai, page 201).

*Hotels.*—Commerce ; Princes ; Mouton-Blanc.

Valenciennes is a fortified and manufacturing town on the Escaut, in the centre of a great coal basin covering an area of 148,270 acres. It has a very large square, some wide streets, and many agreeable walks. The Picture Gallery is in the Hotel de Ville, built in 1612. The Porte de Lille is a curious specimen of a mediæval fortification. In the Jardin Froissart is a statue to the memory of Jean Froissart, the author of the celebrated chronicles, born at Valenciennes about the year 1337, and for some time the private secretary of Philippa of Hainault, wife of Edward III. and mother of the Black Prince.

St. Amand, 8 miles north by diligence ; time 1½ hour (see Map of Paris and Brussels to the Rhine, page 178) ; with a large thermal bathing establishment, supplied by sulphurous and calcareous springs. Walks and drives in the forest.

42½ SOMAIN JUNCTION. By the direct line to Paris it is only 157½  
 28 miles from Lille. See now under table Lille, Douai, Somain, etc., in the "Indicateur des Chemins de Fer du Nord."

43½ CAMBRAI (pop. 25,000). *Hotels* : France ; Commerce ; 126½  
 Messageries. A fortified town on the Escaut, the original seat of the manufacture of cambric (batiste), for which it is still famous. The fine cathedral, now in ruins, commenced in the 12th century, was finished in the 15th, and burned down in 1859. It was from the pulpit of this cathedral that Fénélon, who held the archbishopric of Cambrai, by the appointment of Louis XIV. in 1649, poured forth those eloquent discourses which have now become classic. When the misfortunes of the war which chastised the ambition of Louis brought the allied army into the diocese, Fénélon, by his firmness, wisdom, and eloquence, inspired the hostile commanders, Marlborough and Eugene, with pity and respect for the unfortunate province of Flanders.

58 BUSIGNY JUNCTION, 79 miles from Brussels (see Route 114  
 4, page 179).

77 ST. QUENTIN (pop. 33,000). See Route 4, page 179. 95

LILLE  
MILES FROM

## ROUTE 6A.—HAM.

PARIS  
MILES TO

81 TERGNIER JUNCTION (pop. 600), see Route 4, page 179. 81

This is a convenient place from which to visit the small town of Ham, 12 miles north-west, by rail.

HAM (pop. 3000). On the Somme. *Inns*: France, Nord. Diligences leave the Inn France for Noyon, 13 miles distant (see page 178), and for Peronne, 16 miles distant (see under Albert, page 175).

Ham is a quiet little town in the midst of marshes, with a church in part belonging to the 12th century. The interior walls are ornamented with panelled reliefs, mostly of stone. At the opposite extremity of the town, by the Grande Rue, on the road to the railway station, is the once formidable fortress of Ham, now abandoned. Here it was Napoleon III. was imprisoned in 1840, after having been for a short time detained in the Conciergerie jail in Paris (see page 38). The first two rooms on the ground-floor were occupied by General Montholon, then followed the guard-room, adjoining the Emperor's bath-room at the foot of the stair. Up-stairs were his bedroom and library. On the other side of the passage two small rooms, exactly similar, were occupied by his doctor and servant. The doctor's room served afterwards as a prison for General Cavaignac. Along the passage to the left, in a line with the servant's room, are the dining-room and the laboratory. On the esplanade, to the west of the Tour de Connetable (now a powder-store), is his garden, containing a cypress planted by him and some trellis-work.

The manner in which Napoleon III. effected his escape on the 25th of May 1846 is thus described by a writer in the *London Society* for January 1870 :—

"On the 25th the Prince rose early, cut off his moustaches and imperial, and put on the prepared disguise—a complete labourer's dress, consisting of blue linen blouse and trousers, a dilapidated cap, rough wooden shoes, and dirty apron. The costume was completed by blackened eyebrows, a rough black wig hanging about his ears, a painted face, and a short clay pipe. In spite of the risk of keeping about him papers which might betray his identity, he would not part with a couple of letters, one from his mother, the other from the Emperor. He might especially value the latter, from its containing the sentence: 'I hope that Louis Napoleon, as he grows up, will make himself worthy of the destinies which await him.'

"At seven in the morning the masons entered the fortress to resume their work. Thélin offered them something to drink, and having got them together round the table in the vestibule, ran to tell his master that the moment was come. The Prince, shouldering a plank procured beforehand, walked down the stairs, avoiding the vestibule where the men were drinking. Thélin, dressed as for a journey, also stepped into the courtyard leading his dog by a string, and walking a few paces before the Prince. As he had obtained permission the previous evening to go to

LILLE  
MILES FROM

## ROUTE 6A.

PARIS  
MILES TO

St. Quentin, the keepers wished him a pleasant journey; at which he stopped to chat with them, to divert their attention from the Prince, who was gravely advancing with the plank on his shoulder, held in such a way as to screen his face. So impossible was it to guess who he was, that a labourer, taking him for one of his comrades, went up to him to speak to him; but Thélín, with great address, directed his attention to something else. A little farther on he met an officer, who, luckily, was busy reading a letter. Then he had to pass through a group of thirty soldiers assembled in front of the guard-house. Finally, having passed through all the courts, he came to the outer lodge. The porter, fearing a blow from the plank, quickly drew back his head. A few paces beyond the last sentinel, who followed him with his eyes, the Prince dropped his pipe and picked it up again. This movement served to hide his face, already half-concealed by the plank.

"At last, crossing the two drawbridges, he was free!"

In 1815 Marshal Moncey was imprisoned in this fortress for refusing to sit in judgment on his colleague Marshal Ney; and in 1830 Prince Polignac, the minister of Charles X. But the most extraordinary case was that of Generals Lamorcière and Cavaignac, whom Napoleon III. himself shut up here after the *coup d'état* in December 1851.

95 CHAUNY (pop. 10,000), see Route 4, page 178. 77

105 NOYON (pop. 7000), see Route 4, page 178. 67

120 COMPIÈGNE (see Excursion 4, page 102). 52

140 CREIL JUNCTION (see Route 1, page 173). 32

172 or 200 miles distant by Valenciennes is PARIS. Arrive at the station of the Chemins de Fer du Nord No. 12 Place Roubaix (see page xiii.)

## HOLLAND

Is for the most part an intricate net-work of rivers and canals intersecting interminable meadows, with rows of stunted willow trees, and groups of windmills, and sheets of water, bounded by dreary mounds of sand.

The Dutch are called a cleanly people. This character they owe to their habit of rubbing and polishing their houses, which the extreme humidity of their climate renders imperative. They are inveterate smokers of a vile tobacco, which nauseous indulgence is not prohibited even in the railway stations. The canals that traverse in every direction their largest and finest cities are impregnated with sewage, which

## ROTTERDAM.

on account of the want of fall, is floated out to the sea principally by the action of the tide. There is not a water-mill in all Holland. Nearly all the towns are built on piles, from 50 to 60 feet in length, driven into the ground by means of a machine called a *heiblok*. After having pierced through a mixture of peat and sand, they reach, at about the depth of 40 feet, a bed of firm clay, which forms a good foundation.

**ROTTERDAM** (pop. 116,000). On the Maas.

London to Rotterdam by Harwich. Tickets procured at Bishopsgate station, and the other principal stations of the Great Eastern Railway.

London, Rotterdam, and the Rhine, sailing once a week from Blackwall. Apply to Messrs. Philipps and Co., St. Dunstan's Street, Dunstan's Hill, London. The General Steam Navigation Company have also boats between London and Rotterdam. Hull to Rotterdam once a week. Apply to Messrs. Ringrose, Hull. Leith to Rotterdam. First-class steamers. Apply to G. Gibson and Co., Leith. *The Leith boats do not carry cattle.*

Steamers between Rotterdam and Antwerp in nine hours. Amsterdam and Harlingen; Rotterdam and Dordrecht; and Rotterdam to Cologne and Mannheim.

Steamboat wharf on the quay of the *Boompjes*. From London to Rotterdam, by Dover, Calais, Lille, Brussels, and Antwerp; or by Dover, Ostende, Bruges, Brussels, and Antwerp. See under "London to Rotterdam and Back," in the Continental Time-tables of the London, Chatham, and Dover Railway, Victoria Station, Pimlico, price 1d.; or by letter, enclosing 1½d. in stamps. (See Routes 4, page 178; 4A, Part 1, page 184; and 4B, page 195.)

For travellers in Holland the best Time-tables are the "*Officiele Reidsids voor Nederland*," price 20 cents. Sold at the station and booksellers' shops. It has also an excellent railway map.

*Dutch Money.*—The Dutch money is in gulden and cents. The gulden is worth 20d. English, consequently the 5-cent piece is equal to 1d.; or 2 sous French, Belgian, and Italian currency; or 10 pfennig Prussian currency. The Dutch gulden is current in Bavaria. At the railway stations English and French coins are taken at the current rate of exchange. The general value allowed is for—

	Gulden.	Cents.
1 Sovereign . . . . .	11	90
A 20-franc piece . . . . .	9	40
A 10-franc piece . . . . .	4	70
1 Shilling . . . . .	—	58
1 Franc . . . . .	—	46

The 10, 20, and 40 cent pieces are made of white metal, and are worth respectively 1d., 2d., and 4d.

*Letter Stamps* in Holland are called "*post-zegels*," and are sold at the post-office, and also at some of the shops, where they cost a cent more.

*Cabs* (called *Vigilants*, pronounced *feshelants*) to and from the station, for 1 or 2 persons, 80 cents; for 3 or 4, 1 gulden; each trunk 10 cents extra. By the hour, from 1½ to 2 gulden. They carry with them their tariffs, which see.



## ROTTERDAM.

In railway travelling, passengers who do not smoke must be careful to select a carriage with the words "Niet Rookten" on the door.

*Hotels.*—New Bath Hotel, on the Boompjes, near the Lower Rhine and Belgian Railway Station, the station for passengers bound to Antwerp and Brussels. A steamer takes them by Dordrecht to Moerdijk (time two hours), where the railway commences, and Antwerp is reached in other two hours. (For Antwerp to Brussels, see page 195.) Hotel des Pays Bas, in the Korte Hoog Straat, the best hotel for passengers bound to Cologne, who leave by the station at the south-west end of the town, near the Zoological Gardeus.

Rotterdam is a busy clean town, with a multitude of canals bordered with trees and crammed with bright shining broad barges.

The best thing a traveller who has a little time to spend in Rotterdam can do is to find his way to the Hoog Straat, where he will see the best shops. At one part a narrow street, called the Naauwe Kerk Straat, intersects it at right angles—one branch terminating in the Groot Markt, with the statue of Erasmus, born in this town, October 28, 1467, and the other at the church of St. Lawrence, built in 1472, whose great roof is seen towering above the surrounding houses. When service is not being conducted enter by the door-keeper's house, facing the end of the Naauwe Kerk Straat; fee 10 cents. The interior is vast. The only ornamental works it contains are some mausoleums of Dutch admirals, and the handsome brass and marble screen of the choir. The famous organ is at the opposite end, and is furnished with 4762 pipes.

The best part of Holland, and the finest towns in it, are seen by taking the rail from Rotterdam to Amsterdam by the Hague ('S Gravenhage), Leyden, and Haarlem—distance 52 miles; time, 2 hours; fares, 4, 3, or 2 gulden. And returning to Rotterdam from Amsterdam by Utrecht and Gouda—distance 56½ miles. For Time-tables, see the "Officieele Reisgids voor Nederland," with a good railway map; sold at the stations and book shops, price 20 c. Those on their way to Cologne and the Rhine, instead of returning to Rotterdam, commence the route of Rotterdam to Cologne at Utrecht (see page 219).

### ROTTERDAM TO AMSTERDAM BY THE HAGUE.

Distance 52 miles. See Map of Holland.

ROTTERDAM  
MILES FROM

AMSTERDAM  
MILES TO

ROTTERDAM. Start from the station of the Holländische <sup>52</sup>  
Spoorweg, near the Zoological Gardens.

ROTTERDAM  
MILES FROM

## THE HAGUE.

AMSTERDAM  
MILES TO

2 SCHIEDAM (pronounced Skiedam) on the Schie. Famous for 50 its distilleries of gin, a malt spirit flavoured with the essential oil of juniper ; hence the name gin, a contraction of the French word genièvre, a juniper berry.

8 DELFT (pop. 22,000). *Hotel* : Casino. Once famous for the 44 manufacture of that kind of earthenware, to which it gave its own name of Delft. In the Palace or Prinzenhof, now used as a barrack, William I. was assassinated on the 10th of July 1584, by Geerardt, of Burgundy, at the instigation of Philip II. of Spain. In the choir of the Nieuwekerk is the magnificent mausoleum of King William, and adjoining it the simple tomb of the celebrated scholar, jurist, and historian, Hugo Grotius, born at Delft, April 10, 1583. In the Oude Kerk is the mausoleum of Martin Harpertzoon Tromp, the Nelson of Holland. The town hall (Stadhuis) contains a collection of paintings.

14 DEN HAAG, or 'S GRAVENHAGE, or THE HAGUE (pop. 38 87,000). *Cab-fares* : From the station to any part of the town, 80 c., for two persons ; for four persons, 1 gulden.

*Hotels*.—Europe, in the Lange Houtstraat, near the museum or picture gallery. A little farther off, in the Toornooiveld, is the Hotel du Vieux Doelen. In the Buitenhof, also near the museum, is the Hotel des Deux Villes ; in the Park, the Hotel Belle Vue ; in the Spui, not far from the station, is the Hotel Baesjou.

An omnibus at the station awaits the passengers for the various hotels.

At No. 3 Kneuterdyk is the office and starting-place of the tramway carriages to Schéveningue, the Brighton of Holland.

Cab-stands are in the Buitenhof, the Plein, and in the Huygens Plein. Plein is equivalent to "Place" or Square.

The station of the Holländische railway, or of the direct line from Rotterdam, is at the southern end of the town. The station of the "Niederlandische Rhiijn" railway, or of the line from Rotterdam and Utrecht by Gouda, is on the south-eastern side of the town, so that passengers having to leave in a different direction to that in which they arrived have to change the stations.

Post-office at the south-east end of the cathedral.

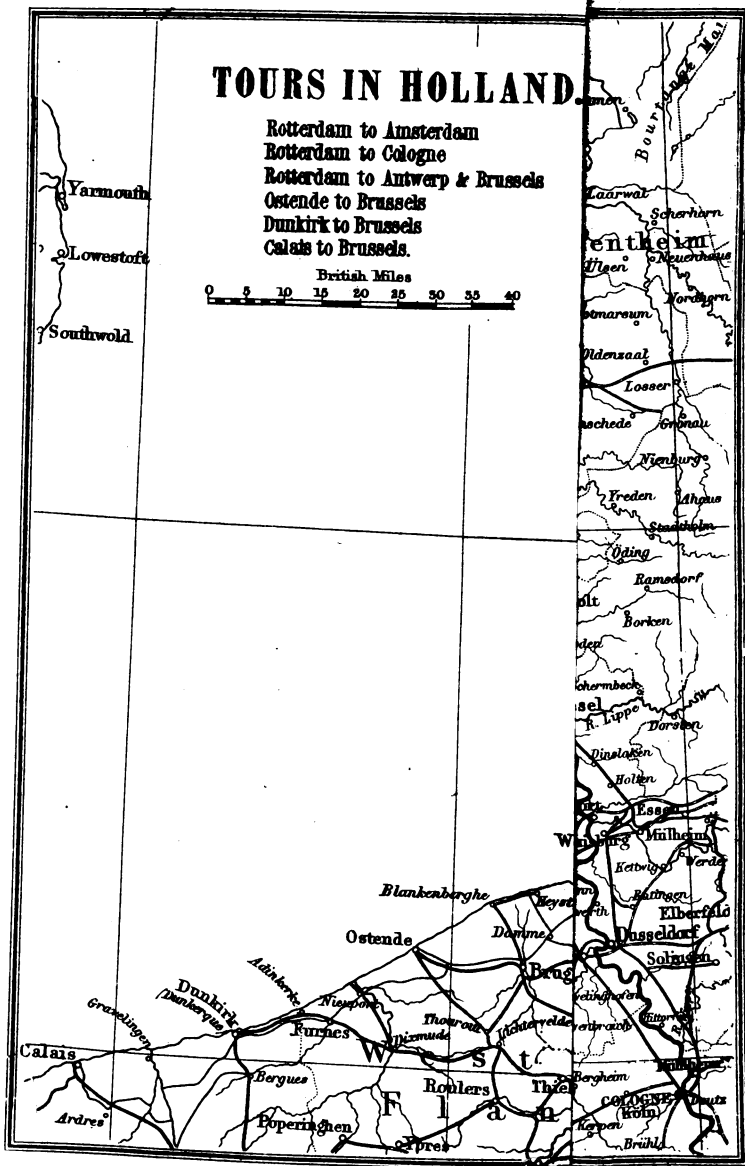
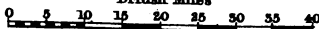
Travellers wishing to spend only two or three hours at the Hague, should, on arriving, hire a cab (vigilant) at the station, and drive to the Museum in the Plein. Having seen it, walk through the Binnenhof into the Buitenhof, and there



# TOURS IN HOLLAND

Rotterdam to Amsterdam  
 Rotterdam to Cologne  
 Rotterdam to Antwerp & Brussels  
 Ostende to Brussels  
 Dunkirk to Brussels  
 Calais to Brussels.

British Miles



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## THE HAGUE.

hire again a cab from the stand, and drive, if time permits, to the Willems Park and the Bosch (the Bois de Boulogne of the Hague) at the east end of the town, and thence back to the proper station.

The Hague is the residence of the Court, and consequently the most fashionable town in Holland.

The greatest traffic is in the south-west end, in the streets called the Hoog Straat and the Veenestraat. In the northern continuation of the Hoog Straat is situated the Royal Palace, and opposite to it is a bronze equestrian statue to Gulielmo Primo. But the most important place to visit is the Museum, situated in the Plein or Place, almost due north from the "Holländische" railway station. It is open from Monday till Friday, from 10 to 3, and on Saturday from 10 to 12. On the ground-floor are various curiosities from China, Japan, Java, etc. In the first room to the right on entering is No. 13, the model of a house constructed for Peter the Great. The artist took twenty-five years to execute it, and as the price (£2500) appeared to the Russian Court exorbitant, it was bought by a Dutchman, from whom it found its way into the museum.

Having ascended the stair, the first room to the right contains No. 116 (behind a railing), Rembrandt's picture of Professor Tulp lecturing on Anatomy. Near it (No. 142) is a picture by Steen, representing himself and family. Opposite to Rembrandt's great picture is No. 41, a painting by Everdingen, representing the family of the Grand Pensionary Steyne. In the next room, and to the left, is No. 40, Christ's Presentation to the Temple, by Rembrandt. Opposite are Nos. 123 and 124, portraits by Rubens of his first and second wife.

The room fronting the window at the top of the staircase contains the gem of the whole collection, the picture No. 112, by Paul Potter, representing a shepherd behind two stunted trees, with some sheep and an ox in the foreground. The ox is a masterpiece of skill, and a marvel of careful and minute painting. In the next room are some chalk drawings. The great rectangular pile of buildings near the museum is the Binnenhof, occupied by various public offices. In the large hall on one side of the edifice the members of the States General meet, and in another of the halls the lottery tickets are drawn. A passage from the Plein leads through the Binnenhof to the square called the Buitenhof, with a statue to William II. in the centre. The sheet of water here to the right is called the Vijver. A little farther west, by the Gravenstraat, is the principal church, the Groote Kerk, at the south-east end of which is the Post-office.

ROTTERDAM  
MILES FROM

## SCH EVENINGUE.

AMSTERDAM  
MILES TO

In the centre of the Plein is a statue to William I., and from the Plein the street called the Lange Houtstraat leads northwards, by the Hotel de l'Europe, to the Toornooiveld Square, with the Hotel du Vieux Doelen. Adjoining is Vijverberg Square, alongside the Vijver Lake. Now, by following the tramway lines, we pass through some of the best parts of the town, and arrive at the "Willems" Park, having in the centre an imposing monument to Willem Frederick, Prince of Orange and Nassau, of which the first stone was laid by Willem III., November 17, 1863. East from the monument is the church of St. Willem, and a short way west, still following the tramway, is the Grand Bazaar Royal, the most famous shop in the Hague. William III. of England, and Huygens, the inventor of the pendulum clock, were natives of the Hague.

Scheveningue (pop. 800), the Brighton of Holland, is two miles from the Hague, by an excellent tram-road, bordered with rows of elm trees. At the termination of this avenue commences the principal street of Scheveningue, the Keizer Straat, full of "Gemeubeleerde Kamers to huur"—furnished rooms to let—and shell shops. At No. 294 is the post-office, and at No. 31 a money-changer; while at the very end of this street, on one of the duns facing the sea, is the Hotel Zeerust, in an excellent position for observing the fishing boats. The tramway coach here turns to the right, and after going about a mile farther stops in front of the Grand Hotel des Bains, an enormous house, with every convenience, and the great resort of the Dutch fashionables during the bathing season. It stands on an eminence of sand or dun, along which a brick-paved road extends for about a mile to the Hotel Zeerust. Scheveningue is an excellent place for observing the means the Dutch adopt to consolidate the great masses of sand, as well as to sketch the clumsy but picturesque fishing boats, as fleets of them come here with their cargoes for the Hague market. King William III. of England arrived here in January 1691, in a small boat.

23½ LEYDEN, famous for its university and for its editions of 22½ the Greek and Latin classics (pop. 38,000).

*Hotels.*—Le Vieux Bourg, at the foot of the Bourg or Burcht and at the head of the Nieuwstraat. Hotel Lion d'Or, in No. 24 Bréestraat, between the Post-office, No. 44, and the "Rijks Museum van Oudheden," or Museum of Antiquities, No. 18 of the same street.

## LEYDEN.

Although Leyden, the former Lugdunum Batavorum, is a very ancient town, it has not an ancient appearance. The houses are as bright, and the bricks and tiles of as glowing a red, as any in Holland. The best view of Leyden is from the "Burcht," a small circular castle on an eminence in the centre of the town, said to have been built by Drusus, though others ascribe it to Hengist, about A.D. 450; fee to enter 10 cents. From it are seen the St. Pancras Kerk, with an open circular spire in three stages, terminating in a crocketed iron finial. Eastward is St. Peter's, erected in 1315, a bulky building, with two small spiral spires. Below is the Hotel Vieux Bourg. From this hotel walk down the Lange Koornbrugsteeg, and pass over the covered bridge, to the first parallel street beyond the canal, the Bréestraat, which is the principal and best street in Leyden. A few paces westward in the Bréestraat is the Stadhuis; farther on, at No. 44, is the Post-office, and at No. 18, same side, the Rijks Museum van Oudheden (Royal Museum of Antiquities)—open on Tuesday, Thursday, and Saturday, from 11 to 4, and on Sunday from 12 to 4. It is rich in Egyptian and Carthaginian relics, and has a remarkable collection of Lusitanian and Iberian coins. Descend now to the end of the street, and turn to the left, up the Rapenburg to No. 28, the Rijks Museum van Natuurlijke Historie (the Museum of Natural History)—open every week day from 10 to 4. It contains many rare specimens of animals from the far east and the Indian Archipelago, and a collection of specimens illustrative of comparative anatomy. On the opposite side of the canal is the Rijks Herbarium. The Rapenburg, with its continuation the Steenschuur, enters the eastern end of the Bréestraat and the commencement of the Hoogwoerd, which is just the eastern continuation of the Bréestraat. At No. 108 of the Hoogwoerd is the Rijks Ethnographisch Museum—open daily, fee 50 cents each. The specimens illustrate the manners and customs of the inhabitants of Java, Japan, Sumatra, New Guinea, the Corea, etc.

The University, Botanic Gardens, and Observatory, are all in the south-west corner of the town, on the east side of the canal which surrounds the town.

The University of Leyden, long one of the most distinguished seats of learning in Europe, was founded by the Prince of Orange in 1575. Grotius, Descartes, Goldsmith, and Fielding, were among its students.

ROTTERDAM  
MILES FROM

## HAARLEM.

AMSTERDAM  
MILES TO

42 HAARLEM (pop. 31,000). On the Spaarne. Good restaurant 10 opposite the station. Cabs await passengers.

*Hotel*: Funckler, in the Kruisstraat, between the railway station and the Groote Kerk.

*Post-office*, No. 62 Smedstraat, near the Groote Kerk.

Sunday service in the Groote Kerk commences at 10 a.m. Those who do not intend to remain during the entire service should keep as near as possible to the western or main door, the only one opened during worship. Organ concert every Tuesday and Thursday from 1 till 2. A private performance costs 12 gulden, or a sovereign.

In the centre of Haarlem stands the Groote Kerk, or St. Bavon, built in the 15th century. It is 403 feet long, 131 broad, and 138 high. The roof rests on four-centred arches, supported by thirty Romanesque columns. The pulpit has some good carving, and is surrounded by a singularly large sound-board. The chairs in the centre of the church are for women. The best seats for men are in those pews to the right and left of the pulpit; 10 cents each.

The organ, completed in 1738 and lately repaired, has 4 keyboards, 60 stops, and 5000 pipes, and is one of the largest in the world. The loft rests on 12 marble columns of the Ionic order. Opposite the western entrance stands a statue to Laurent Janszoon Coster, who discovered the art of printing in 1423. He first employed beech blocks, which he afterwards exchanged for blocks of lead and tin. Fronting the statue is the entrance into the Stadhuis, containing the Picture Gallery. Take the low door, not the one at the top of the double stair. On the lintel of the low door is printed "To Engang tot het Museum,"—The Entrance to the Museum. Pass through the large hall to a small door on the right hand. The museum is open on week days from 10 to 3, and on Sundays from 12 to 3; fee 25 cents. The pictures belong chiefly to the Dutch school. Among them is an unfinished painting by Hals, the great portrait-painter. In the room of antiquities is the flag which was used when Haarlem was besieged by the Spaniards under Federico de Toledo, son of the Duke of Alva, and a portrait of a Dutch Jeanne of Arc. From the south side of the church the Groote Hout Straat leads southward to the Hout or Park of Haarlem. Shortly after having entered this park we have on the left the "Pavilion," a large yellow mansion, containing, on the ground-floor, a Museum of the Productions of the Dutch Colonies, and above



ROTTERDAM  
MILES FROM

## AMSTERDAM.

AMSTERDAM  
MILES TO

a Picture Gallery, with some excellent paintings of the modern school ; catalogue 50 cents. Entrance to the museum of Dutch produce by the western door, but to the picture gallery by the southern side, from the top of the horse-shoe staircase. The largest of the pictures is by Pieneman, and represents the Duke of Wellington and his staff at the battle of Waterloo. Open on Saturdays from 9 to 3 ; other days a fee of 25 each cents is expected.

Near the Pavilion are the famous gardens for the cultivation of tulips, hyacinths, and jonquils, which forms an important branch of trade. While travelling on the railway during April and May large beds of them may be seen in the fields.

At Overveen, near Haarlem, is the nursery garden belonging to Ant. Roozen and Son. The shipment of bulbs commences at the end of August and continues till the end of December.

Three miles to the north-west of Haarlem is the pretty village of Bloemendaal, surrounded by great sand-hills. The highest, the Brederode'sche Berg (250 feet) commands an extensive view.

**52** AMSTERDAM (pop. 270,000). On the Amstel, at its junction with the Y, an inlet of the Zuidersee. There are two railway stations, the "Holländische" or Dutch railway station, at the west corner of the city, which is the station for Rotterdam by Haarlem and the Hague. At the eastern, or at exactly the opposite corner of the town, is the Rhenish railway station for Utrecht and the Rhine.

Every half-hour a steamer crosses from the Nieuwe Stads Herberg to the Tolhuis or Custom-house on the other side of the Y.

The Dutch steamers sail from the mole at the Harking Parkerij at the foot of Martelaars Gracht.

An excellent Guide and Plan of Amsterdam is published by Brouwer, 63 Kalverstraat.

*Hotels.*—The chief hotels are : the Amstel Hotel, near the Rhenish railway station, the Crystal Palace, and the Botanical and Zoological Gardens. It is, however, rather far from the centre of the city. In the Warmoesstraat, near the Dam, the Bijbel Hotel ; in No. 316 Nieuwendijk, the Oldewelt Hotel ; 23 Kalverstraat, the Hotel Neuf, and near it the Hotel de France ; at 38 Kalverstraat the Keizers Kroon Hotel.

## AMSTERDAM.

## CONVEYANCES.

## Yellow Omnibuses (Koen's).

From the Dam or Botermarkt, to or from the railway stations . 20 cents.

Blue Omnibuses (Langeveld), only from and to the  
Dutch Railway Station.

From the station to the Dam, or *vice versa* . . . . . 12 cents.  
 „ „ Botermarkt . . . . . 15 „

## C A B S.

From one station to the other : one to four persons . . . . . 1 gulden.  
 From one of the stations to any part of the town : one to three  
 persons . . . . . 80 cents.  
 Four persons . . . . . 1 gulden.  
 A drive per hour from one to four persons . . . . . 1 „  
 Fee to the driver optional.

*Post-office* behind the Palace.

For London to Amsterdam by Dover, Calais, Lille, Brussels, Antwerp, Rotterdam, and Utrecht ; or by Dover, Ostende, Bruges, Ghent, Brussels, Antwerp, Rotterdam, and Utrecht, see under "London to Amsterdam and Back," in the Continental Time-tables of the London, Chatham, and Dover Railway, Victoria Station, Pimlico, price 1d. ; or by letter enclosing a 1½d. stamp. See Routes 4 ; 4A, Part 1 ; and 4B.

Amsterdam consists of eight semicircular concentric canals or *grachts*, intersected at right angles by smaller canals, extending from the exterior large canal, the Buiten Singel Gracht, to the Y. The best and largest houses (all built on piles) are ranged along the banks of the large canals. They are of brick, from four to five storeys high, and differ little from each other in appearance. The best streets for shops are the Kalverstraat, extending from the southern side of the Dam southwards ; and the Nieuwendijk, extending from the northern side to the Y northwards, to the western dock or wharf of the Dutch steamers. The Dam, or principal square, is at the western side of the city. On the western side of the Dam is the Palace, and adjoining it the Nieuwe Kerk or New Church. The Exchange is on the north side of the Dam. The Palace (originally the town-house of Amsterdam) is the finest edifice in the city, and was built in 1648. It rests on a foundation of 13,695 piles, and is 282 feet long, 235 wide, and 116

## AMSTERDAM.

high. The steeple, 41 feet higher than the roof, contains a set of chimes and a clock. The interior of the palace contains a profusion of marble and ornaments, and is adorned with paintings by Flinck, Bol, Helst, Jordaens, and Wit. The best of the paintings in the Audience Chamber represents the Sacrifice of Van Speyk, who, in 1831, blew up his ship and perished rather than yield himself up to the Belgians. The most elegant hall is the ball-room, 56 by 120 feet, and 100 feet high. The walls are of white marble, and the doors lavishly sculptured. Fee to visit the palace, 50 c.; and 50 c. more to ascend the tower : good view. The Nieuwe Kerk, founded in 1421, contains, near the main entrance, a cenotaph to the memory of Van Speyk ; and in the choir, on the site of the high altar, the mausoleum of Admiral de Ruyter, who was killed in 1676. The pulpit is admirably carved. The choir is separated from the nave by handsome brass gates. The Beurs or Exchange is a fine building, with a colonnade of Ionic columns ; entrance fee, 25 c. North from the Exchange, by the canal called the Damrak, is the Oude Kerk, founded in the 14th century. West from the Nieuwe Kerk, by the Post-office and the Lilie Gracht, is the Wester Kerk, containing the tomb of Rembrandt. The tower is 280 feet high, and has an excellent chime of bells. The statue to Rembrandt is in the Botermarkt, situated at the south end of the Kalverstraat, on the other side of the bridge. Straight down from the Botermarkt, by the Utrechtsche Straat, is the Glass Palace.

The chief object of attraction in Amsterdam is the Museum or Picture Gallery. To reach it, walk up the Damstraat (a narrow street commencing from the side of the square fronting the palace), and having crossed the third bridge turn to the left, to a large house lettered Rijks Museum, No. 293 Kloveniers Burgwal ; open daily from 10 to 4, excepting on Saturdays and Sundays. Catalogues and photographs sold at the door. This Picture Gallery contains some of the most famous paintings of the Dutch school. In the room on the first floor, left hand of staircase, are the two gems of the collection—No. 295, *The Night Watch*, by Rembrandt, protected by an iron railing ; and opposite, No. 125, *The Banquet of the Arquebusiers*, by B. von der Helst. Nearly all the paintings in this room are labelled. In the right, or opposite room, are also two large paintings—No. 294, Rembrandt, *The Clothmakers' Guild in Consultation* ; and opposite, Jardin, *The Weavers' Guild in Consultation*. Now ascend the stair to the second floor, first room right hand. Dutch landscapes and all

## AMSTERDAM.

labelled ; and in the third or end room from it, No. 285, Rubens, An Old Man in chains being fed by his Daughter. In the room to the left hand of the stair is No. 375, Weenix, Dead Poultry ; and No. 288, Ruysdael, Waterfall, etc. etc.

On the Keizersgracht, near its intersection by the Vijzelstraat, is the **Museum Voder**, containing a valuable collection of ancient and modern paintings ; open on Sundays and Tuesdays from 10 to 4, fee 50 c. Other days from 11 to 4, fee 25 c. The **Museum van der Hoof**, containing 198 paintings, is in the Royal Academy of Sculpture, Kloveniers Burgwal, near the Doelenstraat. To be seen daily. Sunday after 12 o'clock ; other days from 10 to 4. Fee, Sunday, 10 c. ; Monday, 25 c. ; other days, 50 c. Near the Museum van der Hoof is the tower of the Zuiderkerk, with a fine chime of bells. All the bells throughout the city are in tune with each other. The smallest and largest, or highest and lowest, differ exactly an octave ; while the two middle ones are between both to a fifth or a third.

Directly east from the Rijks Museum are the Botanical Gardens ; and immediately beyond them the Zoological Gardens and the Plantation, with villas. From this, crossing the Gracht, we reach the Muiderpoort, the only one remaining of the original eight city gates. In front of this gate is the cemetery, and to the left the custom-house, harbour and warehouses, and the naval dockyard. In the shipbuilding yard of the Dutch East India Company Peter the Great wrought as a carpenter. West from the Zoological Gardens is the Houtmarkt, with the Portuguese and Dutch synagogues on opposite sides. The first *small* bridge to the south of this Markt or Square crosses the Leprogen Gracht into the Zwanenburgerstraat, in which street are the principal diamond-cutting establishments. This island, or district, is chiefly inhabited by Jews, by whom the art of diamond-cutting is exclusively exercised. In the Nieuw Markt is the city weighing-house, which in former times was one of the city gates. Near it is the head office of the "Society for the Promotion of the Public Good," which originated in 1784 with John Nieuwenhuizen, a humble Baptist minister at Edam. It now pervades the whole kingdom with its cheerful and benign influence ; promoting the establishment of schools, asylums, and works of public utility, and is ever alive to the interests of the people, especially of the poorer classes.

Near the eastern end of the Damstraat is the Stadhuis or town-house. In former times it was a cloister, in which Amsterdam hospitably

## AMSTERDAM TO ROTTERDAM.

entertained its distinguished guests; such as the Earl of Leicester, Prince Maurice, Maria de Médicis, and the Queen of Charles I. It contains a small collection of paintings and curiosities, an armoury, and the archives of the city. Access to the interior before 10 A.M., or after 4 P.M. Apply to the doorkeeper in the court, left side; fee, 50 c.

**Excursions.**—To Broek: cross by steamer from the Nieuwe Stads Herberg to the Tolhuis, whence take the canal boat to Broek; time 3 hours. BROEK (pop. 1500), considered the cleanest of the Dutch towns, is famous for the manufacture of those small round cheeses called Edam cheeses. The village of Edam is 6 miles northwards on the Zuider Zee. Nearly the whole fleet of Admiral de Ruyter was built at Edam. At Zaardam (opposite Amsterdam) Peter the Great worked as a ship-builder before removing to Amsterdam.

North from Edam is HOORN (pop. 9000), a fortified seaport, carrying on a considerable trade in shipbuilding and the curing of herring. The art of curing herring was discovered in Holland, where it has been practised since the 12th century. Hoorn was the birthplace of the navigator Schouten, who, in 1616, doubled the point of South America, and called it Cape Hoorn, or Horn, after his native village. Tasman, the discoverer of Van Diemen's Land and of New Zealand, was also born at Hoorn.

A steamboat starts twice daily from the Nieuwe Stads Herberg for Harlingen; time  $6\frac{1}{2}$  hours. HARLINGEN (pop. 10,000) (*Hotel: Heerenlogement*) is an important harbour at the entrance of the Zuider Zee.

## AMSTERDAM TO ROTTERDAM, BY UTRECHT.

Distance  $56\frac{1}{2}$  miles.

See Map of Holland, page 208.

AMSTERDAM  
MILES FROM

ROTTERDAM  
MILES TO

**AMSTERDAM.** Start from the "Rijn Spoorweg" or Rhenish <sup>56½</sup> railway station on the Amstel, near the Amstel Hotel. The line between Amsterdam and Utrecht passes over a great plain of peat. Dutch peat, when once ignited, burns with an incandescent heat for hours, and then moulders away into a fine white ash. It is extensively used for keeping articles of food hot.

AMSTERDAM  
MILES FROM

## UTRECHT.

ROTTERDAM  
MILES TO

<sup>22½</sup> UTRECHT (pop. 60,000). There are two railway stations <sup>34</sup> here: the station of the railways of the State (Staatspoorwegen) leading southwards to Hasselt, Liège, Maastricht; and the station of the lines belonging to private companies (van bijzondere Maatschappijen), running west to Rotterdam, etc.; and east to Arnheim, etc. *Hotels*: Pays Bas; Kasteel van Antwerpen; and Europe. Opposite the station is the Hotel de la Station.

Utrecht, the Trajectum ad Rhenum of the Romans, is situated on a rising ground on the banks of the old Rhine. It is well-built, and is higher above the level of its canals than any other town in Holland. The Cathedral of St. Martin's, founded in 720, has been partially restored. The tower (which now stands apart) has a chime of 42 bells, and is 321 feet high. It commands from the top an extensive view of meadow-land, intersected by canals and ditches; fee to ascend, 25 c. each. Adjoining the cathedral is the University, conducted by twenty-two professors, and attended by 500 students. In the Stadhuis (also near the cathedral) is a Museum, containing Roman antiquities found in the neighbourhood. In Utrecht are the head-quarters of the Jansenists, a sect which hardly exists anywhere now but in Holland. They deny the infallibility of the Pope, yet consider themselves as belonging to the Roman Catholic Church. Thirty-one miles east from Utrecht is Arnheim, whence there are two lines to Cologne: one by Cleve or Crefeld, distance 95 miles; and the other by Emmerich and Düsseldorf, distance 93 miles (see page 219). From Utrecht, a line passing 'S Hertogensbosch, Boxtel, Eindhoven, Achel, Hasselt, and Lanaeken, reaches, in 7 hours, Maastricht (see page 224). At Boxtel and Eindhoven change carriages. The longest halt is at the clean quiet town of Hasselt. *Hotels*: Limbourg and Verre à Vin. Another line goes by Venloo, which is passed over in less time.

<sup>50</sup> GOUDA (pop. 16,000). On the Yssel, at its union with the <sup>6½</sup> Gouw. A well-built town surrounded by fine trees. The Groote Kerk, or Church of St. John, is celebrated for its organ and its 31 beautifully painted windows, executed about the year 1560 by the Brothers Krabeth. The faces of the figures display great skill; while their robes, though rather stiff and formal, shine with extraordinary lustre. The greater part of the inhabitants of Gouda are engaged in the manufacture of tobacco-pipes and bricks. Gouda is also a famous cheese market.

<sup>56½</sup> ROTTERDAM. Arrive at the station next the Zoological Gardens.

# ROTTERDAM TO COLOGNE, by Rail. Distance 172 miles.

Time 8 hours. By the steamboat this journey takes 27 hours; or down the Rhine, from Cologne to Rotterdam, about 17 hours. See Map of Holland, page 208.

ROTTERDAM  
MILES FROM

COLOGNE  
MILES TO.

ROTTERDAM. Start from the station near the Zoological Gardens. 172

6½ GOUDA (see page 218). 165½

34 UTRECHT (see page 218). 133

69½ ARNHEIM (pop. 29,000). *Hotels*: Zan, near the station and steamboat pier of the Netherland Company's boats. Pays Bas, near the pier of the Cologne and Düsseldorf Company's boats. Rail to Cologne 5 hours; distant by steamer 13 hours. 102½

Arnheim is a clean town in the most picturesque part of Holland.

At Arnheim junction with line to Gröningen, Harlingen, and Zwolle.

72½ ZEVENAAR. Last Dutch station. Junction of the two lines to Cologne; the one on the right side of the Rhine passing Emmerich and Düsseldorf is 13 miles longer than the other on the left side of the Rhine, passing Cleve and Crefeld. 99½

78 ELTEN. The first Prussian town. 94

90 EMMERICH. *Inn*: Niederländischer Hof; *Hotel Royal*— both near the station. The two best buildings are the Münsterkirche and the Aldegundiskirche. 82

111 WESEL (pop. 19,000). *Hotel*: Dornbusch. A strongly fortified town at the confluence of the Lippe and the Rhine. It is an antique town, with an old town-hall, a citadel, several churches, and a monument to eleven Prussian officers, shot in 1809 for having been engaged in Schill's revolt. 61

128 OBERHAUSEN. Junction with branch to Ruhrart. 44

133 DUISBURG (pop. 19,000). *Hotel*: Rheinischer Hof. An ancient city with a beautiful church, the Salvatorkirche, 15th century. 39

ROTTERDAM  
MILES FROM

# DÜSSELDORF.

COLOGNE  
MILES TO

141½ CALIUM. Station for the ancient town of Kaiserwerth on 80½ the Rhine.

149 DUSSELDORF (pop. 64,000). At the confluence of the 23 Düssel with the Rhine. *Hotels*: Europe and Prinz v. Preussen.

The principal public buildings are :—The Palace, the seat of the Düsseldorf School of Art, especially famous for its paintings, of which some were injured in the conflagration of 1872 ; the Town Hall ; and the Church of St. Lambert, containing monuments of the former princes of Düsseldorf.

172 COLOGNE (see page 227). Branch to Cologne by Cleve and Crefeld.

ROTTERDAM (see page 207).

159

## ROTTERDAM TO COLOGNE, BY CREFELD.

ROTTERDAM  
MILES FROM

COLOGNE  
MILES TO

69½ ARNHEIM (see page 219).

89½

72½ ZEVENAAR. The train, after having been conveyed across 86½ the Rhine, reaches

88 CLEVE. *Inns*: Maywald ; Styrum ; Loock, opposite the 71 Post-office.

118 KEMPEN. Thomas A'Kempis was born here in 1378. In 41 his twenty-second year he entered the convent of St. Agnes, at Zwolle, 47 miles north by rail from Arnheim, where he remained till his death, which took place in 1471. The greater part of this long period he spent in transcribing books of devotion. His transcript of the famous essay on the "Imitation of Christ" has given rise to a controversy as to the authorship of that work, which is still as far from being decided as ever.

126 CREFELD (pop. 42,000). One of the finest towns in Rhenish 33 Prussia, and the seat of most important silk and velvet manufactures. *Hotels*: Oberheim ; Wilder Mann.

136½ NEUSS (pop. 14,500). *Inns*: Rheinischer Hof ; Francken. 22½

This town, founded by the Ubii, in B.C. 35, and fortified by Drusus is frequently mentioned by Tacitus under the name of Novesium.



ROTTERDAM  
MILES FROM

## ROUTE 7.

COLOGNE  
MILES TO

It is situated at the confluence of the Erft with the Rhine, opposite to Düsseldorf. The Church of St. Quirinus, founded in 1209, is a fine specimen of the transition from the round to the pointed style of architecture.

<sup>159</sup> COLOGNE, see page 227 ; and page 231 for the continuation of this route to Mayence and Frankfort.

## ROUTE 7.

### PARIS TO FRANKFORT-ON-THE-MAIN, BY COMPIÈGNE.

Tergnier Junction, Erquelines, Charleroi, Namur, Liège, Aix-la-Chapelle, Cologne, Coblenz, and Mayence. See Map of Paris and Brussels to the Rhine, page 178. Time, by quick train, 22 hours ; distance, 444 miles ; fare, 84 fr. Passengers from Calais for the Rhine can either go by Brussels (see Route 5), or take Route 5 only the length of Lille, and join Route 7 at Charleroi. See the Continental Time-tables of the London, Chatham, and Dover Railway, under "London to Cologne and Back." For Wiesbaden, Ems, Homburg, and Frankfort, see the same Time-tables.

In Two Parts.

PART 1.—PARIS TO COLOGNE. Distance 306 miles.

PART 2.—COLOGNE TO FRANKFORT. Distance 138 miles.

### ROUTE 7.—PART 1.

PARIS TO COLOGNE. Distance 306 miles.

PARIS  
MILES FROM

COLOGNE  
MILES TO

PARIS. Start from the station of the Chemins de Fer du <sup>306</sup> Nord.

Consult their Time-tables under "Paris à Erquelines, Cologne, Coblenz, Mayence, et Frankfort sur Mein." Sold at the omnibus stations in Paris, and at the railway stations on the line.

<sup>32</sup> CREIL. On the Oise. An important railway junction (see <sup>274</sup> page 173).

<sup>52</sup> COMPIÈGNE (pop. 13,000), see page 102. <sup>254</sup>

<sup>67</sup> NOYON (pop. 7000), see page 178. <sup>239</sup>

PARIS MILES FROM	ROUTE 7.—PART 1.—NAMUR.	COLOGNE MILES TO
81	TERGNIER (pop. 600), see page 179.	225
95	ST. QUENTIN (pop. 33,000), see page 179.	211
114	BUSIGNY (see page 179).	192
126	LANDRECIES. A fortified town on the Sambre.	180
135	AULNOYE. Branch to Hirson. (See Time-tables under "Aulnoye à Hirson.")	171
143	MAUBEUGE, 12½ miles from Mons (see page 180).	164
148	JEUMONT. French time and Custom house.	158
150	ERQUELINES. Belgian time and Custom house.	156
163	THUIN, with the ruins of the abbey of Lobbes.	144
168	CHARLEROI (pop. 10,000). <i>Hotel</i> : Pays Bas. An important railway junction.	138

Charleroi, on the Sambre, was founded by Charles II. of Spain in 1666. The large building resembling a castle, near the station, is the prison. Brussels is 33 miles north by rail.

178 TAMINES. In the former Abbey of St. Maria d'Oignies is a large manufactory of mirrors.

190 NAMUR (pop. 26,000); 35 miles by rail south from Brussels. *Hotels*: Arschamp, first-class. In the Grande Place, the Hotel Industrie. In the Place de la Monnaie, the Hotels La Monnaie and Hollande. At the station, the Hotels Recher; Couronne; Nord. Excellent refreshment-room in the station.

*Post-office* in the Place de la Monnaie.

The Citadel of Namur, restored and strengthened under the direction of the Duke of Wellington, in 1817, occupies the hill on the tongue of land between the Meuse and the Sambre. The town is renowned for its manufacture of cutlery. The Cathedral is a modern stone and brick building in the Corinthian style. The belfry, with a good chime of bells, is of the 11th century.

St. Loupe, in the neighbourhood, has a façade consisting of two superimposed rows of banded Ionic columns. In the interior two rows of the same style of columns, with marble shafts and bases, but stone capitals support the sculptured roofs of the nave and of the two aisles.

PARIS  
MILES FROM

## ROUTE 7.—PART 1.—LIÈGE.

COLOGNE  
MILES TO

The line from Namur to Liège runs between the Meuse and high cliffs. The country abounds in iron and coal.

From Namur, rail up the beautiful valley of the Meuse to Charleville, 71 miles south by Dinant and Givet. (See under Charleville, in Route 8, Paris to Metz by Epernay and Sedan, page 306).

**210** HUY (pop. 11,500). *Hotels* : Aigle Noir ; Poste. **96**

Picturesquely situated on the Meuse, and defended by a strong citadel, whose bastions and casemates rise in terraces from the river. The Collegiate Church was founded in 1311. In the neighbourhood is the castle of Chokier, and beyond the Castle of Aigremont.

**223** FLEMALLE-HAUTE. At this station there is a general **83**  
changing of carriages.

**228** LIÈGE (pop. 106,000). Excellent refreshment-room in the **78**  
station.

*Hotels* : Suede, Angleterre, Europe, Divan, and Schiller—all in the Place du Theatre. Opposite the Guillemins station are the hotels Chemin de Fer, Paris, Cologne, Univers.

Omnibuses at the station await passengers, taking them to the Place du Theatre for 25 c.

## CABS.

	One Horse.	Two Horses.
The course . . . . .	1 Fr.	1½ Fr.
The hour . . . . .	1½ Fr.	2½ Fr.

On the Quay d'Avroy, near the statue to Charlemagne, is the station for the steamers. Steamers from Liège to Seraing every half-hour. Seraing contains important foundries. Steamers daily to Maestricht. *There are two great railway stations, Guillemins and Longdoz.*

Liège is a busy manufacturing town, in a hollow surrounded by hills. It contains some handsome streets and squares, and important buildings, the best being near the Place de la Cathedrale and the Place du Theatre. Descending from the station Guillemins, by the Rue Guillemins, to the Quay d'Avroy, and then crossing the bridge near the statue of Charlemagne, we reach the Church of St. Jacques, entered through a long narthex or arched porch. It was built in the early part of the 16th century. The arches of the windows are drop and segmental pointed, and their tracery trefoiled and entwined. An open balustrade runs round the top of the building. In the interior, plain piers support arches hung with a double fringe from impost to impost. In each spandrel is a linear decoration round a head in bold relief, to the

## ROUTE 7.—PART 1.—LIÈGE.

memory of men whose names are written over them. The roof of the nave is richly groined. In the choir are statues under rich canopies.

On leaving the church turn from the long portico to the right ; then first street left leads to the Place, de la Cathedrale, with the Cathedral of St. Paul's, which was built at the beginning of the 14th century. It is in two stages, supported by double flying pinnaced buttresses. The windows have equilateral arches and quartrefoil and trefoil tracery. The roof of the nave is painted and groined, and hung with gilt pendants. The stained glass in the south aisle and choir is of the 15th century. The stalls and pulpit are beautifully carved. There are also some good pictures and statues. From the cathedral a street, passing the "Passage Lemonnier," leads directly to the Place du Theatre, in the neighbourhood of the Palais de Justice, built in 1523. The large court is surrounded by an arcade of depressed four-centred arches on short-banded and bulging pillars with heavy square foliated capitals. The roof of the arcade is of brick with stone groining. Above runs a row of transomed windows, and over them, on one side only of the parallelogram, crocketed and pinnaced dormer windows, united by an open balustrade.

All this may be visited by means of a cab in a very short time. The court of the Palais de Justice is always open, but the churches are shut from 12 to 4. Many of the most interesting incidents related in Quentin Durward happened in Liège.

Liège possesses large manufactories of firearms. A few miles from Liège, by rail, is Chaudfontaine, with a spring 104° Fahrenheit. *Hotels* : Bains ; Angleterre.

Nineteen miles north, by rail, leaving from the Longdoz station of Liège, is MAASTRICHT or MAESTRICHT (pop. 33,000), on both sides of the Maas or Meuse. At the railway station sovereigns are taken for 25 francs. There are two railway stations, both on the right bank of the Maas and near each other.

*Hotels* : Levrier, in the Boschstraat. Near the Petersthor, the Hotel Mauel, in the Peterstraat. At No. 2675 of the same street is the house of Dorlo, one of the guides to the caves or quarries of the Petersberg. Charge 6 fr., or 3 gulden. Carriage to and from the cave, 9 fr.

*Post-office* in the Vrythof, or Place d'Armes.

The object of interest in Maastricht is the *Petersberg*, about one mile and a half up the river. From the station walk up to the bridge, which cross, and having reached the top of the Rue du Pont or Brugstraat, turn to the left and walk to the Peterstraat, or Rue de St. Pierre, passing by the Church and Place de Notre Dame. At the end of the Peterstraat

PARIS  
MILES FROM

## ROUTE 7.—PART 1.—AIX-LA-CHAPELLE.

COLOGNE  
MILES TO

keep to the left till the road bordering the canal is reached. Continue this road for about a mile to a small house at the foot of a hill, on which stand the ruins of the castle of Lichtenberg. At this house procure a guide, if one has not been already got in the Rue St. Pierre.

At the mouth of the cave there is a Casino, where refreshments can be had. The view of the plain from this part is very pleasing. The cave is penetrated by miles of broad roads, the roofs of which are in some places 50 feet high, supported on massive piers of a soft sandstone, similar, though inferior, to the Caen stone. It is sawn out in blocks. Near the part which was quarried by the Romans are the remains of a fossil tree. Up in the vault are the branches, from which water drops down to the stump of the trunk below.

The town contains nothing of interest. In the Vrythof or Place d'Armes is the Cathedral, 12th century. Observe the pulpit and the confessionals. In the centre of the Groote Plaat is the Maison de Ville, with the town library containing 12,000 volumes. Passengers from Maastricht towards Luxemburg arrive at the Longdoz station of Liège, from which it is necessary to take a cab to the Guillemins station to go in the direction of Luxemburg.

**240** PEPINSTER. Junction with rail to Spa, Luxemburg, and **66**  
Metz. (See Route 4A, Part 2, Brussels to Luxemburg and Treves.)

**243** VERVIERS (pop. 29,000). The last Belgian station. **63**

*Hotels.*—Opposite the station, Hotel de Chemin de Fer. In the town, the Pays Bas. A town full of extensive cloth manufactories.

Between Verviers and Cologne there is some very interesting railway engineering.

**253** HERBENSTHAL. Prussian Custom-house station and Prus- **53**  
sian time.

**262** AIX-LA-CHAPELLE or AACHEN (pop. 64,000). For **44**  
London to Aix-la Chapelle, *via* Calais or Ostende, see the Continental Time-tables of the London, Chatham, and Dover Railway. Excellent refreshment-room in the station. German Custom-house station.

In the Friedrich Wilhelm Platz is the drinking fountain called the Elisenbrunnen, under a handsome colonnade of fluted Doric columns. Opposite is the Hotel Nuellens, and a little farther off the Hotel Belle Vue. In the Büchel is the Hotel du Grand Monarque; then the hotel and bath-house of the Grand Bain Neuf; and at the head of the street the principal bath-house and hotel, called the Kaiserbad, a very large establishment. The Kurhaus is in the Komphausbadstrasse, opposite

## ROUTE 7.—PART 1.—AIX-LA-CHAPELLE.

the hotel and bath-house of Cornelius ; almost adjoining is the hotel and bath-house of the Rose. On the other side of the Kurhaus are the Grand Hotel and the Hotel Dragon. Opposite the station are the Hotels Royal and Spa. English chapel in the Anna Strasse.

*Cab-fares.*—From the station to the hotels : For one person with luggage, 8 silbergroschen. For one person without luggage, 7½ silbergroschen. Two or more persons with luggage, each 5 silbergroschen.

The money used here is the Prussian, or the thaler and silbergroschen. Thirty silbergroschen make one thaler. The thaler is worth from 2s. 11d. to 3s. The silbergroschen, or simply groschen, is a silvered copper coin, rather less than a sixpence, and worth a penny.

The waters of Aix-la-Chapelle are sulphureous, temperature 136° Fahr., and are recommended for rheumatic and anarthritic pains.

Aix-la-Chapelle lies in a valley surrounded by hills. The handsome streets and houses are all in the neighbourhood of the Elisenbrunnen. In the centre of the town is the Cathedral, built by Charlemagne in 796, as a chapel for his place of sepulture, and consecrated by Pope Leo III. in 804. The choir, built by Gerhard Chorus in 1353, is lighted by nine small and four large modern painted windows. The exterior is supported by richly ornamented buttresses. The central part, or octagon, built by Charlemagne, is of rough masonry. Two tiers of semicircular arches surround the interior ; the arches of the upper tier being divided by columns, of which the capitals were presented to the church by Pío Nono. The roof of the octagon is in the form of a dome, with eight triangular divisions like the keels of ships. In the vault, under the large slab in the centre of the floor of the octagon, with the words "Carolo Magno" inscribed on it, Otho III., in the year 1000, discovered the body of the emperor arrayed in imperial robes, seated on a white marble throne covered with plates of gold. His feet were resting on a beautifully sculptured sarcophagus. On his head was the crown he had worn during life, a sceptre was in his right hand, and a jewelled mantle of state over his shoulders ; a sword was buckled to his side, and a copy of the gospels lay upon his knees. Otho, having removed all the valuables, closed the vault, which, however, was again opened, in 1266, by Frederick Barbarossa. This time the body on being touched crumbled into dust, excepting the skull and some of the large bones now in the reliquary. The marble chair is now in a box in the gallery under the second tier of arches, and the sarcophagus in a kind of cupboard to the left. To see the throne and the relics apply to

PARIS  
MILES FROM

## ROUTE 7.—PART 1.—COLOGNE.

COLOGNE  
MILES TO

the sacristan. The door of the sacristy is on the right hand of the choir, below the pulpit. There are two classes of relics, the small and the great : the former are shown at any time ; fee 1 thaler, for from one to eight persons : the latter are shown only every seventh year, from the 10th to the 24th of July (which falls in 1874), and consist of a cotton dress of the Virgin, the swaddling clothes of our Lord, and the linen he wore round his loins on the cross. Among the small relics are shrines, monstrances, pyxes, chasubles, chalices, crosses, etc., which belonged to archbishops and bishops. The church is open the whole day.

Near the cathedral in the Markt Place is the Rathhaus or Hotel de Ville, erected in 1353 on the site of the palace of Charlemagne. The hall in the upper storey is ornamented with eight modern fresco paintings illustrating the history of Charlemagne. One of them represents the opening of his vault by Otho III. Immediately below this hall is the council-chamber, which contains, among other paintings, a full-length portrait of Charlemagne, painted in the 16th century. In front of the Rathhaus is an ancient well, with a statue of Charlemagne on a pedestal rising from the centre of the basin. To visit the Rathhaus, apply to the doorkeeper. His bell is on the left hand of the vestibule.

A short way out of town by Jacob's Thor is the suburb of Burt-scheid, with mineral baths supplied by springs similar to those of Aachen ; and on the opposite side of the town the hill Lusberg, laid out in walks, commanding views of the valley.

<sup>289</sup> DUREN, a manufacturing town in a manufacturing district. <sup>17</sup> At Duren is the junction with the railway to Treves, 108 miles south, by the beautiful valley of Kylthal. For Treves, see page 192, and Map of the Rhine, page 230.

<sup>306</sup> COLOGNE (pop. 126,500). Large refreshment-room in the station. From London to Cologne, or *vice versa*, see the Continental Time-tables of the London, Chatham, and Dover Railway.

*Hotels.*—Near the railway station, and in front of the cathedral, the Domhof, Dom Hotel, and Hotel Ernst. On the Rhine, at the side of the railway bridge to Deutz, and near the cathedral, the Hotel du Nord. Farther up the river, on the wharf of the Cologne and Mayence steamers, the Hotels Hollande, Cologne, and Royal. In the centre of the town, in the Brücken Strasse, the Hotels Disch, Vienne, Mayence. Opposite the Museum, the Hotel de Paris. The Disch is considered the first hotel, but the most conveniently situated hotels for the cathedral,

## ROUTE 7.—PART 1.—COLOGNE.

the railway, and the steamers, are the Nord, Ernst, and Dom Hotel. In Deutz, on the opposite side of the Rhine, are the Hotels Belle Vue, Prinz Carl, Fuchs.

*Post-office* in the Glocken Gasse, near the Hotel Disch. At No. 4711 of this same street is one of the shops for the sale of J. M. Farina's Eau de Cologne.

*English Chapel*, No. 8 Rheingasse.

Steamers leave for Bonn, Coblenz, Mainz, and Mannheim, every three hours.

*Cab-fares*.—(Droschken.) Between any two points within the walls, or to Deutz, for 1 or 2 persons, 5 groschen; for 3 persons, 8 groschen; for 4 persons, 10 groschen. Per hour, for 1 or 2 persons, 15 groschen; for 3 or 4 persons, 20 groschen. Toll of bridge, 7½ groschen.

The iron bridge between Cologne and Deutz is 1332 feet long, and 51 broad. One half is used by the railway, and the other by foot passengers and carriages. It cost £600,000.

J. M. Farina's Eau de Cologne is sold at No. 129 Hochstrasse; at J. M. Farina's, No. 4 Jülichplatz; and in most of the hotels.

For route to Cologne from Rotterdam, see page 219.

Cologne occupies the site of the *Oppidum* or *Civitas Ubiorum*, the chief town of the Ubii, who were settled here by the Romans about 37 B.C. In A.D. 51 a Roman colony was planted in the town by the Emperor Claudius, at the instigation of his wife Agrippina, who was born here. From her it took the name of *Colonia Agrippina* or *Agrippinensis*.

Among the numerous objects of interest in Cologne is the **Cathedral**, begun in 1248, by Archbishop Conrad of Hochsteden. Its total length is 466 feet, and the transept 238 feet. The breadth of the nave, including the aisles, is 144 feet, and the height of the vault 143 feet. The western façade, commenced in 1347, and still unfinished, consists of four gigantic grooved buttresses, enclosing at the basement a three-doored portal and two large windows. Above these rise two tiers of four tall canopied windows. The façade of the south transept is the most elaborately decorated. It is 130 feet wide and 240 feet high. The arches of the three doorways are full of statues in niches, and the tympanum of the centre doorway contains besides 72 figures in bold relief. On the triangular canopy over it are five figures, each 6 feet high. Above the doorways runs an open balustraded gallery, and over it a



## ROUTE 7.—PART 1.—COLOGNE.

beautiful window 52 feet high and 25 broad. The finial on the top of the gable measures 13 feet. The exterior of the church is supported by double flying pinnaced and crocketed buttresses. Fifty-six clustered pillars run round the nave and choir in two rows, and round the transept in one row. Those of the nave are 106 feet high, while those of the aisles are only  $42\frac{1}{2}$  feet. The five stained glass windows in the north aisle, of which two are half windows, date from 1508, and are the best in the church. They are on the left hand, entering by the main or western entrance. At the northern end of the choir is a Byzantine crucifix. In the St. Agnes Chapel behind the high altar is the famous picture of the **Adoration of the Magi**, by Stephan Lothener, painted in 1410. On the reredos of the altar of St. Stephen (the first chapel on the south side of the choir) is a fine painting of the Assumption, by Frederic Overbeck, finished in 1855. The carved stalls in the sanctuary are 400 years old. The treasury and relics are in a room at the northern end of the choir. Of these the most highly valued is the shrine containing the skulls of the three Magi—Gaspar, Melchior, and Balthazar. There is also a great assortment of thuribles, pyxes, crosses, monstrances, etc. 329 steps lead up to the top of the tower over the intersection of the nave and transepts. The ascent is easy and of great interest. The view is splendid, and on the way the triforium gallery running round the interior of the church may be visited. The star on the summit of the tower is 350 feet high.

None of those men who so officiously press their services on visitors are of any value in visiting the church, as for the nave and transepts no guide is necessary; while for the choir, treasury, and tower, the services of men belonging to the church must be procured by tickets sold by the beadle, who is always walking up and down the church.

A ticket to visit the reliquary and treasury, for one to five persons, 1 thaler 15 silbergroschen. A ticket to visit the choir, for an equal number of persons, 15 silbergroschen. A ticket to ascend to the galleries and to the top of the tower, for an equal number of persons, 15 silbergroschen.

In a building on the south side of the cathedral is the **Erzbischöfliches Museum**, near the Dom Hotel; entrance 5 groschen. Beyond it, by a short cross street, in a large building surrounded by a garden, is the town **Museum**, containing on the ground-floor some ancient paintings and antiquities, and in the storey above a collection of paintings, chiefly modern.

## ROUTE 7.—PART 1.—COLOGNE.

From the museum descend to the Hoch Strasse, and on reaching the Augustiner Platz, the first street to the left leads to **Sta. Maria im Capitol**, erected in 1000, on the site of a former church, founded in 700 by Plectrude, wife of Pepin. Plain square piers support the stilted arches of the nave, and round columns, with plain truncated capitals, those of the choir. Elaborately sculptured and banded marble columns support the still more profusely ornamented marble parapet of the organ loft. The walls and domes are painted in fresco. Returning to the Hoch Strasse, and leaving it again by the Sternen Gasse, on the right hand, we come first to No. 10, where stood originally the house in which Rubens was born on the 29th June 1577, and in the same room in which he was born Maria de Médicis died on July 3, 1642. This unhappy woman had been exiled eight years from France. At No. 65 of the Sternen Gasse is the house of the "Kapellan" of the church of St. Peter, whose services are necessary for those wishing to see the **Crucifixion of St. Peter** on the reredos of the high altar. The picture has two sides, and as the painting by Rubens is on the interior side it requires to be turned round. It may be seen at any hour after 11. Rubens was baptized in St. Peter's. From this the Cäcilien Strasse leads into the fine square called the Neu Markt, at the head of which is the Aposteln Kirche, built in the 13th century, with semicircular arches, and columns with truncated capitals. The St. Apeln Strasse leads from it to the church of St. Gereon, founded in the 10th century, containing the bones of the Theban legion of martyrs, in large coffins, in the chapels round the dome and within the walls of the choir. The floor of the choir is about 10 feet above the floor of the dome. From it, by the Gereon Strasse and the handsome Appellhof Platz with the theatre, we reach another ancient edifice, the church of **St. Ursula**, containing the skulls and bones of herself and of her 11,000 virgins, which are stored up in much the same way as those of the martyrs in the church of St. Gereon. Some allege that the Huns put only two to death, St. Ursula and her single attendant—"undecemilla," and that the error arose from translating undecemilla as the numeral undecem millia—11,000. From St. Ursula we return to the cathedral by the Jesuiten Kirche, near the railway station. The peculiar pulpit, and the statues on consoles in the same style, standing against the columns, give the interior of the church a striking aspect. It possesses the crozier of St. Francis Xavier and the rosary of Ignatius Loyola. All the churches excepting the cathedral are shut

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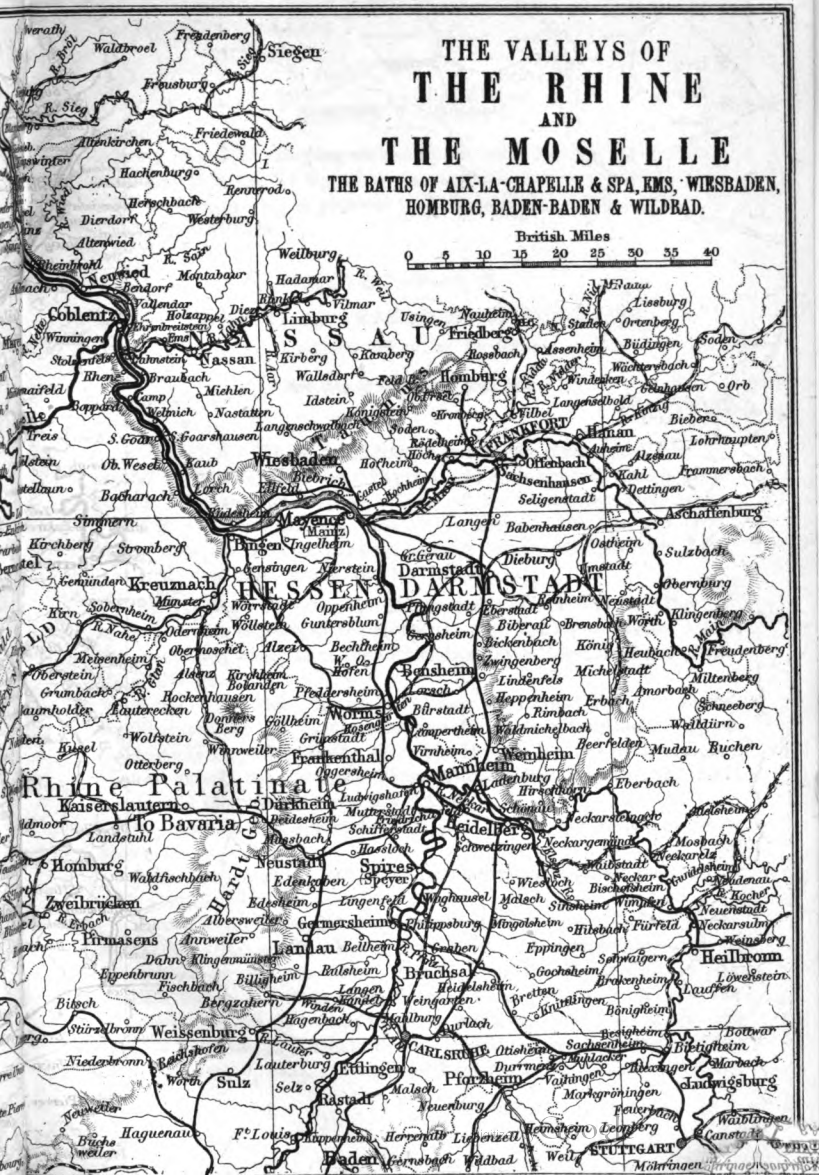


# THE VALLEYS OF THE RHINE AND THE MOSELLE

THE BATHS OF AIX-LA-CHAPPELLE & SPA, KMS, WIESBADEN,  
HOMBURG, BADEN-BADEN & WILDRAD.

British Miles

0 5 10 15 20 25 30 35 40





## ROUTE 7.—PART 2.

between 12 and 2. Having walked to the cathedral and the museum, a cab may be taken for the other places, which should be visited in the order we have given. A pleasant walk is across the Rhine to Deutz by either of the bridges.

## ROUTE 7.—PART 2.

## COLOGNE TO FRANKFORT-ON-THE-MAIN.

Distance 138 miles, by Rail.

See Map of the Rhine, page 232.

COLOGNE  
MILES FROM

FRANKFORT  
MILES TO

COLOGNE. Those intending to sail up the Rhine should be <sup>138</sup> careful to inquire when the "Express" sails. It generally starts about 10 A.M. All the hotels have a copy of the steamboat Time-tables. There is a railway on each side of the Rhine. For Ems and Wiesbaden take the line on the east side by Deutz, Königswinter, Linz, Neuwied, Braubach, Kaub, and Rudesheim.

<sup>20½</sup> BONN (pop. 24,000). On the west side of the Rhine. The <sup>117½</sup> railway station is between the Hofgarten and the Poppelsdorfer Allee. The steamboat wharf is at the foot of the Rhein Gasse, in front of the Hotel Rheineck.

*Hotels.*—The Stern, in the Markt near the railway station. It and the Rheineck are the most convenient for passing travellers. Those making any stay should take either the Hotel Kley, or Royal, or Bellevue, all outside the Coblenzer Thor, with one front towards the Hofgarten and the other towards the Rhine.

*Post-office* in the Munster Platz, just behind the statue of Beethoven.

*Scotch Church* at the end of the Lenné Strasse; a square brick house with a small belfry.

In the Rhein Gasse, left hand, a few doors up from the Rhine end, is the house where **Beethoven** was born. A marble slab with an inscription is over the door. A road from the Marktplatz, up the Sternen Strasse and through the Sternen Thor, leads to the Kirchhof or cemetery. About 100 yards from the entrance, right side, against the wall, is the tomb of Barthold George Niebuhr: born August 27, 1776; died January 10, 1831. A little farther up is the tomb of Schiller's

## ROUTE 7.—PART 2.—BONN.

widow and their eldest son. The third tombstone, left hand on approaching from the entrance toward the two plane trees, marks the grave of Augustus Wilhelm von Schlegel, born 5th September 1767, died 12th May 1845. A brass medallion is on the tombstone.

*Cab-fares.*—Per course, for one or two persons, 7 silbergroschen ; for each person more, 2½ silbergroschen ; per hour, 10 silbergroschen ; each trunk extra, 1 silbergroschen.

Guides through Bonn, 20 groschen per hour.

Bonn affords one of the most pleasant residences on the banks of the Rhine, both from its vicinity to Cologne and to the Siebengebirge, and from its own delightful promenades and important scientific institutions. In front of the University is the Hofgarten, which extends to the banks of the Rhine, where it terminates in a balustraded terrace overlooking the river near the hotel Kley. From the Hofgarten the Poppelsdorfer Allee extends from the railway to the Schloss of Poppelsdorf, now a museum ; and thence a road leads to the top of the hill of the Kreuzberg, one mile distant, crowned with a church commanding an extensive view.

The most important edifice in Bonn is the **University**, formerly the Churfürstliche Schloss. The great hall, "Aula," is ornamented with four large frescoes ; fee to see them 5 groschen. Close to the hall is the library, containing 200,000 volumes. The Numismatic Museum contains 5000 medals. Under the library is the Museum of the Fine Arts (Kunst Museum) ; entrance by the Koblenzer Thor ; fee 10 groschen ; if a party, 20 groschen. In the western wing of the building is the Museum of Local Antiquities. Adjoining is the Münsterkirche, built in the 13th century, surmounted with five towers, the centre one being 300 feet high. Below is a crypt 100 feet long, 30 feet broad, and 10 feet high. Near the Münsterkirche, among some tall firs in the Martins Platz, is the house in which Prince Albert resided while a student at the University.

Opposite to Bonn is Beuel, connected by a steamboat and fly-bridge.

## WEST BANK.

COLOGNE	FRANKFORT
MILES FROM	MILES TO
26 MEHLEM.	Hotels : 112
Krone ; Goldenes Schiff. Connected with Königswinter on the opposite bank by a fly-bridge.	

## EAST BANK.

COLOGNE	FRANKFORT
MILES FROM	MILES TO
27 KONIGSWINTER.	Station 111
to stop at to visit the <i>Siebengebirge</i> . Hotels : On the steamboat wharf, Europe, Berlin. In the Haup-	





COLOGNE  
MILES FROM

Half-way  
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29 ROLL

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## ROUTE 7.—PART 2.

## WEST BANK.

COLOGNE  
MILES FROMFRANKFORT  
MILES TO

Half-way between Bonn and Mehlem is Godesberg (*Hotel*: Belle Vue), a pleasant little place with an old castle.

29 ROLANDSECK. *Hotels*: 109

Near the pier the *Hotels* Rolandseck, Roland's Hotel, and Hotel Billau. On the railway terrace, from which there is a beautiful view, the *Bahnhofs Restaurant*. A path from Roland's Hotel leads up to the top of the hill, 362 feet high, commanding a charming view. A single arch is all that remains of the castle built there by the redoubtable Roland, who fell, along with other peers of France, in the disastrous battle Charlemagne fought against the Saracens in Roncesvalles in 778. About half-a-mile westward is a look-out tower, ascended by 120 steps; fee, 5 groschen each.

32½ REMAGEN (pop. 2500). 104½

Station to alight at to visit the Ahrthal. *Hotels*: On the steamboat wharf, the Fürstenberg, König von Prussen, and Monjau.

Many Roman antiquities have been found in making excavations in this, the Rigomagus of the Romans. Among others, a milestone, now in the Museum of Bonn,

## EAST BANK.

COLOGNE  
MILES FROMFRANKFORT  
MILES TO

strasse, Hotel Rieffel and Hotel Drachenfels.

The Siebengebirge consist of a group of mountains with seven prominent peaks, the most conspicuous being the Drachenfels, which rises nearly vertically 910 feet above the Rhine. On the summit are the castle of Drachenfels, built in the 12th century, and a comfortable inn. The view from this point is one of the finest on the Rhine, although the prospect from the Great Oelberg, 1150 feet above the Rhine, and behind Drachenfels, is more extensive. The cavern among vineyards, about half-way up Drachenfels, is said to have been the den of the dragon slain by Siegfried.

From the top of the Petersberg there is also a fine view. In the Stenzelberg are important quarries of trachyte. The Löwenburg is crowned with a castle, well seen from the river. From the top the view extends to Westphalia.

Above Königswinter is the village of Unkel (*Inn*: Clasen), seeming to stand at the very end of the river; and as the vessel sweeps towards the point, the houses come peeping forth one after another, as if it were some panoramic scene gradually unfolding itself to our eyes. Immediately facing Unkel, on the opposite side of the river, rises the great mound of basalt called the Unkelstein.—*The Rhine*, by H. Mayhew.

## ROUTE 7.—PART 2.

## WEST BANK.

COLOGNE  
MILES FROMFRANKFORT  
MILES TO

bearing the date 162, and an inscription recording that, during the reigns of the Emperors M. Aurelius and L. Verus, was begun the Roman road to Cologne. On an eminence, well seen from the steamer, is a little architectural gem of a church, built in 1859 under the direction of Zwirner—the Apollinariskirche. Open from 9 to 12, and from 2 to 6. Admission, 2½ groschen. In the interior are ten well-executed frescoes.

A few miles from Remagen, on the Ahr, is Neuenahr, with mineral waters recommended for gout, rheumatism, diseases of the liver, etc. In the town are many commodious hotels and an excellent bathing establishment.

<sup>38</sup> SINZIG (pop. 2200). An <sup>103</sup> ancient town surrounded by walls, a mile and a half from the river. *Hotels*: Baur; Deutsches Haus. A few miles up the river is the Schloss Rheineck; admission 5 groschen each.

<sup>40</sup> ANDERNACH (pop. 2000). <sup>98</sup> *Hotels*: Hackenbruch. From the river is seen the round watch-tower, erected in 1414. Near the Coblenze gate are the ruins of the palace of the archbishops of Cologne. The Dom, or parish church, commenced in the 12th century, is an interesting edifice. Seven miles west from Andernach is the Laacher See, a deep circular lake 6 miles in circumference, occupying the bowl of an extinct volcano 666 feet above the Rhine. Near it are the picturesque ruins of Laach Abbey.

## EAST BANK.

COLOGNE  
MILES FROMFRANKFORT  
MILES TO

<sup>36½</sup> LINZ (pop. 3000). *Hotel*: <sup>101½</sup> Nassauer Hof. Surrounded by walls and provided with an ancient watch-tower and a flying-bridge to Kripp, the port of Sinzig. The interesting parish church, built in the 13th century, contains an excellent triptych painting executed in 1463. Near Linz are the remarkable basalt quarries of Minderberg and Dattenberg. The basaltic columns in the Minderberg quarry are the best.

The wine grown in the neighbourhood of Linz is chiefly red.

To the east is the Hummelsberg, 1435 feet above the sea level.

## ROUTE 7.—PART 2.

## WEST BANK.

Opposite Neuwied is the monument "L'armée de Sambre et Meuse (erected) à son Général en Chef"—Lazare Hoche, one of the noblest spirits and ablest generals of the French Republic. Here he crossed the Rhine with his army in 1797, and died soon after suddenly, not without suspicion of poison. He was interred in Fort Franz, near the tomb of his companion in arms, General Marceau. Hoche was 30 years old when he died. Cæsar crossed the Rhine at this same part, B.C. 55, when on his way to attack the Sicambri.

COLOGNE  
MILES FROM

<sup>56½</sup> COBLENCE (pop. 28,000). On the confluence of the Rhine <sup>81½</sup> and Moselle.

*Hotels.*—On the Rhine, fronting the steamboat wharf, are the Belle Vue; Geant; Ancre. In the Clemensplatz, adjoining the theatre, the Hotel de Trèves. Between the railway station and the Moselle steamboat wharf are the Hotels Stadt, Lüttich, Cölnischerhof.

*Post-office* at the end of the street (the Schwanzentpfört Strasse), between the Parade Platz and Clemensplatz. From the post-office start the mail coaches for Trèves (Trier); one in the morning, the other in the evening. Time, 15 hours.

The Moselle steamboat wharf is immediately above the stone bridge over the Moselle. For Trèves or Trier, see page 192.

*Cab-fares.*—The course, for 1 to 2 persons, 6 groschen; and for 3 to 4 persons, 10 groschen; per hour, 20 groschen.

English Church service in the English Church in the Schloss.

To visit Ehrenbreitstein cross over to the right bank of the Rhine, then turn to the left and walk down the Hochstrasse to the first gate with drawbridge. Pass through and enter to the right the Commandant's house, where the names are taken and a red and a yellow ticket given. Then ascend. The red ticket is taken at the first gate, and

## EAST BANK.

COLOGNE  
MILES FROM

FRANKFORT  
MILES TO

<sup>50</sup> NEUWIED (pop. 9000) <sup>88</sup>

*Hotels:* On the steamboat wharf, the Anker, Rheinische Hof, and the Wilde Mann. In the town, near the Moravian Boys' School, the Moravian Hotel. Overlooking the pier are the gardens of the Prince of Wied. They are open to the public, and form a very pleasant promenade. In Neuwied is a large settlement of the Moravian brothers, or Herrnhüter, who have considerable manufactories, and two large educational establishments—one for boys and one for girls, now chiefly frequented by children from England.

FRANKFORT  
MILES TO

## ROUTE 7.—PART 2.—COBLENCE.

the yellow one at the highest, the Felsen Thor, whence a soldier conducts the party to the top.

Coblenz occupies a strongly fortified triangular piece of ground, whose two sides are bounded by the Rhine and the Moselle, and the base by fortified hills. The finest part of the town is about the large square in the north-east angle, called the Neustadt, bounded at the eastern end by the most handsome building in Coblenz, the Schloss, of which the principal façade looks to the Rhine. Nearly opposite is the theatre, and at the other end the Mainzer Thor. In this neighbourhood are most of the large public buildings and barracks.

The oldest church in Coblenz is St. Castor, commenced in 1208 and finished in 1498. It is 180 feet long and 68 broad, and has four towers, of which the two over the western portal are 120 feet high. But the great sight in Coblenz is the view from the summit of Ehrenbreitstein.

The road up is good, and never very steep, although it is 400 feet above the bed of the Rhine. Towards the left are seen the Forts Constantine and Alexander, the island Oberwerth, and the Schloss Stolzenfels. Immediately opposite Coblenz, the Moselle and its bridges. Towards the right, the valley of the Rhine, Neuwied, and Andernach. Near the summit there is a well 380 feet deep. A bridge of boats, 170 yards long, connects Coblenz with Ehrenbreitstein. Higher up the Rhine is the railway bridge.

## WEST BANK.

COLOGNE	FRANKFORT
MILES FROM	MILES TO

60½	Express	77½
CAPELLEN.		

trains do not halt here. This is the station to alight at to visit the Schloss-Stolzenfels; fee 10 groschen, or 30 groschen for a party. *Hotels*: Stolzenfels; Belle Vue.

The castle of Stolzenfels, built in 1836-45, at a cost of £53,000, consists of an agglomeration of square and octagonal battlemented towers of a reddish stone, and situated about the third of the way from the top of the hill. There is a fine view from the south-east tower at the en-

## EAST BANK.

COLOGNE	FRANKFORT
MILES FROM	MILES TO

62	OBER LAHNSTEIN.	76
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*Hotels*: Lahneck, Aurora, Frank. Opposite Stolzenfels Castle; fare of boat across, 4 kreuzer. On an eminence behind the village rises the castle of Lahneck. This is the station for Ems, 8 miles east by rail, and Giessen, 64 miles farther east; for which carriages are changed.

For London to Ems, see under that head in the Continental Time-tables of the London, Chatham, and Dover Railway.

## ROUTE 7.—PART 2.—EMS.

## WEST BANK.

trance. The walls of the chapel and of the Rittersaal are decorated with frescoes. Queen Victoria with Prince Albert visited this castle in 1845. The rooms they occupied are shown.

## EAST BANK.

The interesting town of Oberbahnstein still retains some pieces of its old walls. From the station is an excellent view of Stolzenfels.

EMS (pop. 4500). Beautifully situated on the Lahn, in the midst of wooded hills.

*Hotels.*—As nearly every house here is to let in various ways and under various names, all that we can do is to point out a few of the hotels, which if not suitable can easily be changed.

Near the station are the Hotels France; Flandre; Johannisberg; Gutenberg. Beside the Kurhaus are the three principal hotels: the Quatre Saisons, the Europe, and the Darmstein. Of these the Europe has baths of its own. On the promenade of the Kursaal is the Hotel Russie. Farther distant, the Hotel d'Angleterre, opposite the bath-house of the Vier Thurme. On the left side of the Lahn, near the Neue Badhaus, are the Paris, and Prince of Wales.

Board and lodging in the best hotels 10s. per day, not including wine. Besides the baths in the Hotel de l'Europe, there are three large bath-houses, of which the chief is the Kurhaus, with hotel accommodation, excellent baths, and the three drinking-fountains—the Kesselbrunnen, temperature, 117° Fahr.; the Krahcherbrunnen, temperature 80° Fahr.; and the Furstenbrunnen, temperature 95° Fahr. Fee for drinking, 2 groschen per week. Adjoining is the Kursaal, with its handsome halls and reading-rooms. Opposite, and connected by a suspension bridge, is the Neue Badhaus; and at the extremity of the Kursaal promenade, the bath-house of the Vier Thurme.

The English chapel is near the railway station.

A tariff of the charges of cabs, carriages, riding horses, and donkeys, is hung up in the drinking room of the Kurhaus.

Numerous pleasant excursions are made from Ems.

## WEST BANK.

COLOGNE      FRANKFORT  
MILES FROM      MILES TO

Above Capellen is a small building among trees, called the Königsstuhl. In the original edifice, constructed in 1376, the electors used to assemble.

## EAST BANK.

COLOGNE      FRANKFORT  
MILES FROM      MILES TO

64½ BRAUBACH.      *Hotels:* 73½  
Arzbacker, Deutsches Haus. Above Braubach is the Marksburg, 511 feet above the river; the only castle on the Rhine which has escaped destruction. The easiest road up is by the Martinscapelle, at the upper end of the town.

## ROUTE 7.—PART 2.

## WEST BANK.

COLOGNE  
MILES FROMFRANKFORT  
MILES TO

70 BOPPARD.

Hotels: 68

Spiegel, the largest and best, opposite the pier of the fly-bridge. Almost adjoining is a good small inn, the Rheinischer Hof, opposite the steamboat pier. The Hotel Post in the principal square of the town, opposite the parish church, and near the railway station.

Walk up the Rhine from the Hotel Spiegel to the old town gate, where ascend the steps. The view here is good.

At the upper end of Boppard, on the other side of the railway, is a large and famous hydropathic establishment in the Marienberg, formerly a Benedictine monastery.

79½ ST. GOAR.

Hotels: 58½

Lillie; Krone; Rheinfels. On a hill, 393 feet above the river, is the imposing ruin of the castle of **Rheinfels**, built in 1245 by the Count of Katzenelnbogen, for the purpose of enforcing tribute on the passage of vessels on the river. Ten years after its erection, the confederation of free Rhenish towns, enraged at the exactions of the Count, marched an army against the castle, and besieged it for fourteen months. And although at the end of that time they had to retire, the example they set led eventually to a general crusade against all the robber castles on the Rhine; so that, by about the end of the 15th century, almost every castle from Cologne to Mayence was taken and destroyed. Fee to visit the castle of Rheinfels, 7 groschen each. Fare 1 groschen to cross to the opposite side of the Rhine.

## EAST BANK.

COLOGNE  
MILES FROMFRANKFORT  
MILES TO

72 CAMP (opposite Bop- 66

pard). Hotels: Kauth's; Anker; etc. A road by the side of the Rhine leads to the convent of Bornhofen, with a church built in 1435, visited by pilgrims. Overlooking this convent are the castles of Sterrenberg and Liebenstein, called also the Brother Castles, connected with each other by a sharp chine of rock. Both are well seen from the Rhine.

79½ ST. GOARSHAUSEN. 58½

Hotels: Adler; Rheinischer Hof. With the ruins of the Katz castle, erected in 1393 (fee, 5 groschen), and situated at the entrance of the Forstbach, or Swiss valley, so celebrated for its beauty. Three miles from St. Goarshausen is the remarkable ruin of the castle of Reichenberg, erected in 1280. Above St. Goarshausen the Rhine becomes very narrow, and overhung by perpendicular cliffs 440 feet high. This part is called the Lurlei or water spirit, from a wild legend, which describes this pass as being haunted by a fair female spirit, who lured the poor navigator to destruction. The railway tunnel now penetrates the Lurlei cliffs.



## ROUTE 7.—PART 2.

## WEST BANK.

COLOGNE  
MILES FROMFRANKFORT  
MILES TO

**84** OBERWESEL. *Hotels:* **54**  
Rheinischer Hof, on the Rhine and near the station. At some little distance, the Goldene Propfenzieher.

At the station is the Frauen or parish church, built in the 15th century; and overlooking it, on the top of the hill, are the ruins of Schönberg, the birthplace (1615) of Graf F. H. von Schönberg, the founder of the Schomberg family.

A good road, furnished with seats, leads up to the castle from the Frauenkirche.

**87½** BACHARACH. *Hotel:* **50½**  
Wasun, near the station.

At the lower end of the town, near the post-office, are the ruins of the once elegant Gothic edifice, the Wernerskirche, commenced in 1287 and finished in 1426. Overlooking the town is the Burg Stahleck. The way up is by the Wernerskirche.

"Beyond Bacharach the banks of the Rhine are set with castle after castle all the way to Bingerbrück, and the scenery is grand."—*Mayhew*.

**95** BINGERBRÜCK, a large **43**  
and important railway station on the Rhine, at its confluence with the Nahe, and opposite the Mäusethurm. Junction with line extending up the valley of the Nahe to Metz, 228 miles south-west (page 312). Also with line to Hochspeyer, 43 miles south (see Route 7a, page 258).

## EAST BANK.

COLOGNE  
MILES FROMFRANKFORT  
MILES TO

A little farther up the Rhine is *Caub* (Hotel Grünewald and the Hotel Adler). On a cliff rising just behind this little ancient town is the castle of Gutenfels. A short way farther up, on the island opposite Bacharach, is the old castle of Pfälz, formerly a toll-house, still in a good state of preservation.

**90** LORCH (pop. 2000). **48**  
Opposite Bacharach. *Hotel:* Schwan.

One of the most ancient towns on the Rhine, at its junction with the Wisper. It contains a fine old church. At the mouth of the Wisper are the ruins of the castle of Nolllich, 600 feet above the river.

**94** ASSMANNSHAUSEN. **44**  
*Hotels:* Krone, and Anker. Good Assmannshausen wine in both.

Ferry across to the castle of Rheinstein, 266 feet above the Rhine; 14 kreuzer for 1 person, each person more 5 kreuzer. Fee to visit the castle, for one person 7½ groschen; for 4 persons 20 groschen. Above Assmannshausen are the rapids called the Binger Loch, and beyond them, on the left side of the Rhine, the castle of Ehrenfels, erected in 1210. Then follows the island with the famous Mäusethurm, a corruption of the word Mauthsturm, signifying custom-house tower, and not mice tower.

## ROUTE 7.—PART 2.—BINGEN.

## WEST BANK.

COLOGNE  
MILES FROMFRANKFORT  
MILES TO

96 BINGEN (pop. 6400). On 48  
the right bank of the Nahe, at its  
confluence with the Rhine, and  
opposite Rudesheim. Passengers in-  
tending to halt here must not take  
their tickets for Bingerbrück, which  
is only a railway station, but for  
Bingen.

From both Bingerbrück and  
Bingen small steamers convey pass-  
engers to the Rudesheim railway  
station, on the other side of the  
Rhine.

The steamboat and railway  
stations at Bingen are near each  
other.

*Post-office* in 145 Schmidt Gasse,  
the continuation of the Rathhaus  
Gasse, which is the second street  
below the Hotel Bellevue.

*Hotels.*—The largest and nearest  
to the railway and steamboat  
stations is the Hotel Victoria; the  
Cheval Blanc; the Belle Vue—all  
on the Rhine. In the Gau Strasse,  
the Pariser Hof, with good Mayence  
beer.

From the position of Bingen, on  
the Rhine and at the junction of  
important railways, it forms an  
excellent resting - place. From  
Bingen the vineyards of Rudes-  
heim and Johannisberg can be  
easily visited. In Bingen the best  
view of the neighbourhood is  
obtained from the Ruine Klopp.  
To reach it walk up the first street  
below the Hotel Cheval Blanc, the  
Graben Strasse, and take the second  
street to the right, the Frauen  
Strasse, and then the first house on  
the left hand, where the keeper lives;  
fee 5 groschen or 18 kreuzer. From

## EAST BANK.

COLOGNE  
MILES FROMFRANKFORT  
MILES TO

97 RUDESHEIM (pop. 3000). 41  
*Hotels:* Rheinstein; Darmstädter  
Hof; Krass; Ehrhardt.

The best vineyards are the  
Rudesheimerberg, first planted by  
Charlemagne, Hinterhaus, and Rott-  
land.

The best time of the year for  
exporting the Rhine wines to Eng-  
land is from the commencement of  
October till the middle of Novem-  
ber, and during April and May.

Near the railway station is a  
tower, built in the 12th century,  
called the Brömersburg.

A short way up the Rhine, above  
Rudesheim, is the village of  
Johannisberg (pop. 1000), and on  
an eminence 362 feet above the  
Rhine is the Schloss Johannisberg,  
with its famous vineyards, covering  
about 40 acres. The Johannisberg  
wines are sold annually by auction  
in the month of May. There are  
the Johannisberg Schloss wines and  
the Johannisberg Gegend, or dis-  
trict wines; the former being in-  
comparably the finer, and exquisitely  
delicious. The best of the Rhine  
wines are the white. The only red  
wine deserving commendation is the  
Steinwein, grown near Würzburg.  
"The capacity for durability of  
Rhine wines is astonishing. I tasted  
some in 1867, still in the cask, made  
in the year 1616, and which was  
then perfectly sound."—*E. L. Beck-  
with on Wine.*

After Rudesheim follows the  
town of Geisenheim. *Hotel:* Stadt,  
Frankfurt.

## ROUTE 7.—PART 2.—WIESBADEN.

WEST BANK.	
COLOGNE	FRANKFORT
MILES FROM	MILES TO

the top of the tower to the north-east you see Rheingau, including Rüdesheim, Johannisberg, and Geisenheim. To the north, or opposite, are the Niederwald, the ruins of the castle of Ehrenfels, and the Mäisethurm, on an island in the Rhine. The Roman well in the garden is above 200 feet deep.

A few miles up the valley of the Nahe by rail is KREUZNACH (pop. 13,000), a fashionable watering-place with a saline spring, beneficial in scrofulous diseases. *Hotels*.—Near the Kurhaus, the Hotels Oranienhof, with baths; Holland; and Schmidt. English Church service in St. Paul's Church, near the bridge over the Nahe.

Kreuznach is irregularly built, and picturesquely situated. It was stormed by Gustavus Adolphus in 1632. In the neighbourhood are extensive salt works, and the famous saline springs which supply the baths. (For Kreuznach, see map on page 232, and for the railways and towns in the neighbourhood of Kreuznach, see the map on page 230.)

EAST BANK.	
COLOGNE	FRANKFORT
MILES FROM	MILES TO

Having passed Geisenheim, passengers on board the steamer, on their way to Wiesbaden, should commence to get all their various articles in readiness for landing at the pier of Biebrich.

**109½ BIEBRICH.** *Hotels:* **28½**  
Rheinischer Hof; Europäischer Hof.

A pleasant little town beside the castle and park of the Duke of Nassau. The park is open to the public.

Travellers by steamer to **Wiesbaden land here.** Those with luggage ought to enter the omnibus awaiting passengers on the pier, as it takes them directly to their hotels in Wiesbaden. The railway station is at a little distance from the pier.

Four miles from Biebrich, 5 from Mayence, and 26 from Frankfort, is **WIESBADEN** (pop. 33,000); 40,000 to 45,000 visitors annually.

*Hotels:* Victoria, near the station; Quatre Saisons, with 30 baths and 140 rooms, near the Kursaal; Nassauer Hof, adjoining the theatre, with 108 rooms and 30 baths; Adler, in the Langgasse, with 60 baths; the Rose, near the Trinkhalle, with baths; Taunus; France; Grüne Wald; Einhorn; Römerbad; Europäischer Hof; Schwarzer Bär; Englischer Hof; Pariser Hof, etc.

*Carriages*, per hour, 1 horse, 24 groschen; 2 horses, 32 groschen.  
English Chapel in the Wilhelmstrasse.

COLOGNE  
MILES FROM

## ROUTE 7.—PART 2.

FRANKFORT  
MILES TO

Temperature of water, 156° Fahr. Contents, 57 grains of common salt and 7 grains of carbonate of lime to the pound of 16 oz. The taste is a little like chicken-broth. They are recommended for rheumatism, atonic gout, and enlargement of the liver.

In Wiesbaden the great public resorts are the Kursaal and its surrounding gardens. The principal hall is 138 feet long, 64 broad, and 58 high, and is surrounded by 32 marble columns of the Corinthian order. A covered way connects the Kursaal with the Kochbrunnen (the drinking fountains), situated by the side of the Hotel Rose. In the neighbourhood are many pleasant drives, but travellers are recommended when staying here to avail themselves of the great facilities afforded them by the railways and the Rhine to make short excursions to the towns and villages. In the shops Time-tables are sold, containing all the information about the railways and steamers. The German name for them is Eisenbahn Reise Fuhrer, or "Eisenbahn Fahrplan." The most complete is "Hend-schel's Telegraph ;" costs 12 groschen. From London to Wiesbaden and *vice versa*, see under that head in the Continental Time-tables of the London, Chatham, and Dover Railway, Victoria Station, price 1d.; or by letter, enclosing 1½d. in stamps.

**115** MAYENCE (pop. 44,000), on the west bank.

**23**

The steamer takes 9 hours to sail from Mayence to Cologne, and 15 from Cologne to Mayence. Those who wish to sail quickly on the Rhine should look out for a schnellboat, or express boat. They halt only at the important towns. From Mayence the steamers ascend to Mannheim (see page 258), passing Worms (see page 257). On board the steamers excellent dinners and luncheons are supplied at a moderate rate. Mayence is 21 miles from Frankfort by rail; 20½ from Darmstadt; 28 from Worms; 44 from Mannheim; 59 from Heidelberg; 54 from Spire or Speyer; and 5 from Wiesbaden (see Map of the Rhine, page 232).

For Mayence to Basel, distance 208 miles, see Route 7a. For Mayence to Stuttgart, Munich, and Verona, see Route 7c, page 288.

*Hotels.*—On the Rhine, above the bridge of boats, and near the steamboat wharf, the Hotels Angleterre; Holland; Rhein; Europe. In a small square called Brand, a short distance behind the Rhein Hotel, is the *Post-office*, and opposite it the Karpfen Hotel, frequented by commercial travellers.

The *Railway Station* is considerably above the bridge of boats, and is near the Holz Thor, easily recognised by its square five-storeyed tower, with a turret on each corner.

The *Steamboat Wharf* is at the bridge of boats.

## ROUTE 7.—PART 2.—MAYENCE.

The following gold coins are taken at the following rates at the railway stations of Mainz and Frankfort :—

	Gulden.	Kreuzer.
A Prussian Frederic d'Or . . . .	9	57
A Twenty-franc piece . . . .	9	25
A Dutch five florin-piece . . . .	4	56
A Sovereign . . . .	11	52

CAB FARES.	ONE-HORSE.				TWO-HORSE.			
	1 or 2 Persons.		3 or 4 Persons.		1 or 2 Persons.		3 or 4 Persons.	
	Gul.	Kr.	Gul.	Kr.	Gul.	Kr.	Gul.	Kr.
Quarter of an hour's drive	—	15	—	20	—	24	—	30
One hour's drive . . . .	—	54	1	12	1	18	1	36
Each quarter of an hour more . . . . .	—	12	—	16	—	18	—	20

In Mainz or Mayence the most prominent building is the Domkirche, near the Rhine. The short broad street from the Fisch Thor, the fourth above the bridge of boats, leads directly up to it. This cathedral was commenced in 978, but through fires and other misfortunes it has had to be so often rebuilt in various parts, that only the eastern round towers belong to the original structure. The octagonal Pfarrthurm, 300 feet high, built of a reddish stone, and surmounted by a cupola of cast iron, commands a good view of the town. Apply to the Kuster, in a house on the south-east side; fee, 18 kreuzer. The church is 350 feet long, and 140 feet broad. In the interior, square piers (of which every alternate one has an attached column with a cuspid capital) run up each side of the nave, and support two tiers of semicircular arches, with fresco paintings in the spaces between the upper and lower rows. Mausoleums of archbishops, bishops, etc., meet the eye everywhere, some on the walls and others against the piers; but none are of any extraordinary merit. On the north side of the Domkirche is the Speise Markt, with a well, erected in 1526 in honour of Charles V. Immediately beyond is the Teater Platz, containing

## ROUTE 7.—PART 2.—MAYENCE.

a good restaurant and café, the theatre, and the statue of Johann zum Gensfleisch, called Gutenberg, who in 1440 discovered the art of printing. He was born in Mayence in 1400. The statue was modelled by Thorwaldsen in Rome, in 1837. Straight up by the Ludwig's Strasse we reach the Schiller Platz, with a statue to the poet, and still farther up we reach a flight of steps leading up to an avenue commanding a good view of the town.

On the Rhine, at the extremity of the town, below the bridge, is the Schloss Platz, of which the large square building on the side of the square next the river contains the Museum, Picture Gallery, and Public Library.

The museum and picture gallery are open on Sundays from 10 to 12, and on Wednesdays from 2 to 4, when the entrance is from the river side; at other times, when seen by ticket, it is entered from the square. The tickets, costing 18 kreuzer, are sold in the Octroi Bureau at the Zollamt Thor, on the town side of the large building.

At the extremity of the town, up the Rhine, is the Neue Anlage, a beautiful park overlooking the Rhine, and forming a delightful promenade. Here the suspension bridge of the Mainz and Frankfort railway crosses the Rhine, just above its junction with the Main. Here also is the citadel, on the north-west side of which is a circular tower 41 feet high, called the Eichelstein, supposed to have been built by the 2d and 14th legions in honour of Drusus Germanicus, in the year 9 B.C. To visit the citadel a card must be procured from the Platz-Commando, No. 17 Schiller's Strasse.

Beyond Mainz, by the Gau Thor (to the west of the citadel), a road leads to the village of Zahlbach, with the remains of a Roman aqueduct (Römische Wasserleitung). It consists of 59 piers of various dimensions, of which the highest is about 30 feet. One-horse cab from the town to Zahlbach, for 1 or 2 persons, 30 kreuzer. For 3 or 4, 36 kreuzer.

On the right side of the Rhine, or at the opposite end of the bridge of boats, is Cassel, with the station to Wiesbaden. Visitors from Wiesbaden will find cabs in front of this station.

Before the foundation of the fortress by Drusus, a town of the Mediomatrici occupied the site of the modern Mayence. It does not seem, however, to have been of any great importance during the continuance of the Roman empire, and was destroyed by the Vandals in

## ROUTE 7.—PART 2.—FRANKFORT.

406. After lying in ruins for some centuries, Mayence was restored by Charlemagne, and attained to great prosperity after the time of Bonifacius, bishop of Mayence. In the middle ages this was the first ecclesiastical city of Germany; and the archbishop was one of the electors, and premier prince of the German empire.

21 miles from Mayence, 12 from Homburg, 26 from Wiesbaden, 138 from Cologne, and 444 from Paris, is FRANKFORT or FRANKFURT-AM-MAIN (pop. 80,000). From London to Frankfort, see under that head in the Continental Time-tables of the London, Chatham, and Dover Railway.

*Hotels*: Angletterre, in the Rossmarkt, near the monument to Gutenberg. Russia, in the Zeil, the fine broad street leading out of the Rossmarkt. Hollande, in the Goethe Platz. Paris, in the Schiller Platz. Between the Schiller Platz and the Comediè Platz, in the Steinweg Strasse, the Cygne, and opposite, the Union. All the above are near each other, and in the best part of the town, and charge about the same. In the street between the Rossmarkt and the Taunus Thor are the Hotels Nord and Bruxelles. Three doors to the right of the Taunus Thor is the Staedelsches Kunstinstitut, the best picture gallery in the town.

The *Post-office* is near the Hotel Russie.

An excellent view of Frankfort is had from the tower of the Katharinenkirche, situated just between the Schiller Platz and the Rossmarkt, opposite the Haupt Wache. The stair is good; fee 12 kreuzer each. An omnibus starts from the front of this church every 10 minutes, for the Zoologischen Garten and the Palomen Garten, by the Bockenheimer Thor and the Bockenheimer Landstrasse, bordered with horse-chestnut and plane trees.

*Cab-fares*.—From the station to the hotel, for 1 or 2 persons, 24 kreuzer; for 3 or 4 persons, 36 kreuzer. Each trunk 6 kreuzer additional. *Drives*.—Each half-hour, for 1 or 2 persons, 24 kreuzer; for 3 or 4 persons, 36 kreuzer. Each hour for 1 or 2 persons, 48 kreuzer; for 3 or 4 persons, 1 gulden and 10 kreuzer. Three kreuzer equal a penny, or a groschen; and 20 pence a florin or gulden.

Frankfort or Frankfurt is, upon the whole, a fine city, surrounded by beautifully laid out walks, and handsome houses and villas. Near the Main is the Domkirche, founded in 1238 and finished in 1512. It is 280 feet long and 238 broad, and the noble massive tower 260 feet

## ROUTE 7.—PART 2.—FRANKFORT.

high. The interior is plain ; mural paintings extend round the choir, and here and there are some monumental tombstones. Of these the most remarkable is the coloured tombstone of the Duke Gunther von Schwarzburg, who died (supposed from poison) in 1349. It is immediately to the right of the high altar. Before this altar the German emperors were crowned, after having been elected in the **Wahlzimmer**. The banquet was given in the **Kaisersaal**. Both of these halls are in that curious gabled building, the **Römerberg**, with one front to the **Paulsplatz** and the other to the **Römerberg Platz**. From both gateways a passage extends to the stair leading up to the two halls. At the top of the stair to the right is the **Wahlzimmer**, generally closed, but of no importance. To the left is the **Kaisersaal**, with portraits of the German emperors, from Charlemagne, A.D. 814, to Francis II., A.D. 1806. Under a glass case are the two cushions, which bear the crown and the keys. From the large centre window of this hall, covered with an iron grating, the newly elected emperor used to show himself to the assembled people in the **Römerberg Platz** below.

Before leaving the cathedral, opposite the north-east end, observe that three-storeyed house, slated all over, at the corner of **Kannengieser Gasse**. It is called "**das Lutherhaus**," for here he stayed on his way to **Worms**. An ancient medallion of him is on the corner, and under the words "**In silentio et spe erit fortitudo vestra**." On the south side of the church is "**das steinerne Haus**," with turrets on the corners. It is the oldest house in **Frankfort**, and was built in 1454. From the **Kaisersaal**, in the **Römerberg**, go to the **Börse** or **Exchange**, and enter either by the door in the **Paulsplatz**, or by the principal entrance in the **Neuen Kräme**, passing on the way an old timber house. The hall of the **Exchange** is supported on eight marble columns, which unite with the pendants from the roof.

Now go to No. 23 **Grosse Hirschgraben Grasse**, **Goethe's house**. Here a marble slab over the door informs us that "in this house was born **Johann Wolfgang Göthe**, on the 28th August 1749." Entrance fee, 36 kreuzer or 10 groschen. From this, visit the **Schiller** and **Rossplatz**, with the monuments of **Schiller** and **Goethe** at the two extremes, and in the centre the triple monument to **Gutenberg**, **Faust**, and **Schoeffer**. **Gutenberg** holds in one hand a type, and in the other a book. Now walk up the **Gallus Strasse** to the **Taunus Thor**, and enter the third house to the right, the **Staedelsches Kunstinstitut**, 35



## ROUTE 7.—PART 2.—FRANKFORT.

Mainzers Strasse, containing the best collection of paintings in Frankfort, but chiefly modern. A large picture in the second last room represents Johann Huss before the Inquisition, and in the end room is a stucco cast of Moses, from the statue by M. Angelo in the church of S. Pietro in Vincoli, in Rome ; also a cast of the gate of the Baptistry of Florence. Now walk round the Boulevard to the Eschenheimer Thurm, a round turreted tower, built in 1346, and the sole remnant of the ancient fortifications. To the right is the Schneckenbergisches, Natural History Museum. Continuing the road eastwards either by the Boulevards or the street, we reach the Hessen Denkmal, a monument erected to those who fell here when Frankfort was stormed by the French, on December 2, 1792. The building immediately beyond, with a portico of two fluted columns, is the **Bethmannische** or **Ariadneum Museum** ; entrance free when not open to the public, 30 kreuzer. Here the statue of greatest interest is Ariadne, by Dannecker in 1814, and sold for £1615. The large isolated houses in the gardens to the east of the Eschenheimer Thor are schools.

From the Ariadneum Museum descend to the finest street in Frankfort, the Zeil, and then by the Bernheimer Gasse enter the most filthy part of Frankfort, the **Juden Gasse**, containing the synagogue, built in the Moorish style, and a few paces from it is No. 148 **Juden Gasse**, the original house of the Rothschilds. The widow of Meyer Anselm Rothschild, the founder of the bank, lived in it till her death. This house, as well as nearly all the others in this street, is gabled and slated all over. They are, however, being cleared away.

By the side of the Main, in a large handsome building, is the Public Library, and near it both a stone and suspension bridge across the river to the suburb of Sachsenhausen.

The most comfortable way to visit these places is in a cab ; taking them in the order here mentioned. Or visit them on foot, by the aid of one of the numerous porters standing at the corners of the streets. The cathedral closes at 12 and re-opens at 2. The entrance to the Römer and to the Stadelsche Institut are both free from 11 to 1, afterwards 30 kreuzer each must be paid.

At the west end of the town, between the Taunus Thor and the Gallusthor, are three large railway stations together :—

The **Taunus Railway Station**, for Mainz, Wiesbaden, Coblenz, Cologne, Brussels, Paris, Calais and London, etc.

## ROUTE 7.—PART 2.—HOMBURG.

The **Main-Weser Railway Station**, for Leipzig, Berlin, Hamburg, etc. This also is the terminus of the Homburg railway.

The **Main-Neckar Railway Station**, for Darmstadt, Mannheim, Carlsruhe, Baden, Basel, etc.

On the eastern side of the town, outside the Allerheiligen Thor, is the **Frankfurt-Hanauer Railway Station**, for Munchen, Salzburg, Prag, Leipzig, Dresden, Wien, etc.

On the left bank of the Main, in the suburb of Sachsenhausen, is the **Linksmainische Railway Station**.

Rail from Frankfort to Soden in one hour and a half from the Taunus railway station ; and to Homburg in 30 minutes from the Main-Weser railway station.

**Soden** (pop. 2000, and 440 feet above the sea level). A pleasant watering-place on the southern slope of the middle Taunus mountains. Water saline, temperature 68° Fahrenheit. Number of visitors 4000 annually ; fee for drinking the water, 18 kreuzer per week.

*Hotels*.—Kurhaus, with baths, in the middle of the park. Colosseus, close to the Kurhaus gardens. Europäischer Hof in the Königsteiner Strasse. Frankfurter Hof ; Holländischer Hof.

**HOMBURG** (von der Hohe)—(pop. 8000, average annual number of visitors 12,000). Water contains common salt, free carbonic acid gas, iron, and carbonate of lime ; temperature, 50° Fahrenheit. They are stimulant, tonic, alterative, and aperient ; and are of admirable service in removing disorders of the stomach and intestines. Between the principal street, the Louisen Strasse, and the Promenade, is the Kurhaus, which, in the judicious distribution of its apartments, and the richness of its decorations, surpasses every other edifice of the kind on the banks of the Rhine. To the south-east of the Kurhaus is the great bath-house ; but Homburg is resorted to more for drinking the waters than for bathing.

*Hotels*.—In the Louisen Strasse, the Vier Jahreszeiten ; Victoria ; Hessischer Hof opposite the Kursaal ; the Europäischer Hof ; Rheinischer Hof ; and Englisher Hof. At the railway station the Eisenbahn Hotel. The railway has almost brought Homburg baths to the outskirts of Frankfort. There are eighteen trains a day, to and fro, the last as late as eleven o'clock. As the journey occupies only half an

## ROUTE 7A.

hour, the amusements of Frankfort are within easy reach. Visitors in Homburg may get to Brussels in twelve hours, to Berlin in fifteen, to Paris in sixteen, and to London in twenty-four.

## ROUTE 7A.

FRANKFORT TO BASEL, or ROUTE to SWITZERLAND  
by the EAST SIDE of the RHINE.

Distance 215 Miles.

Route 7a, "Mayence to Basel," joins the Frankfort route at Carlsruhe. For the entire route, see the Index and Railway Map. For the part between Frankfort and Carlsruhe, see Map of the Rhine (page 230); and for Carlsruhe to Basel see Map of Paris to Switzerland (page 318).

FRANKFORT  
MILES FROM

BASEL  
MILES TO

FRANKFORT (see page 245). Start from the Main-Neckar <sup>215</sup>  
Railway station.

<sup>17</sup> DARMSTADT (pop. 36,000). From the railway station a <sup>198</sup>  
straight broad street, called the Rhein Strasse, leads directly to the Loui-  
sen Platz, and the Schloss or Castle. In the centre of the Louisen Platz  
is the monument to Ludwig I., a Doric column, 134 feet high,  
ascended by 172 steps, and surmounted by a bronze statue 18 feet  
high; fee to ascend, 6 kreuzer. The view embraces the entire town  
and the surrounding forests. The residence of the Princess Alice is by  
the street to the right, near the new Catholic church. In the  
Louisen Platz is the best hotel, the "Traube," and about the middle  
of the Rhein Strasse, the Nassauischer Hof. Opposite the Traube is the  
post-office; and on the same side, but farther up, the theatre and the  
principal entrance into the park. Before the gate are two statues;  
one to the memory of Philipp der Grossmuthige, and the other to  
George I., Landgraf von Pellen. The library of the castle contains  
300,000 vols. and an immense number of manuscripts—open daily,  
from 9 to 12, and 2 to 4. Adjoining is the Museum and Picture  
Gallery—open on Sundays, Tuesdays, and Thursdays, from 10 to 12.  
The best drives and excursions are into the neighbouring woods.

FRANKFORT  
MILES FROM

## ROUTE 7A.—HEIDELBERG.

BASEL  
MILES TO

To visit Worms from Darmstadt take the branch line to Rosengarten, 29 miles south-west ; or continue on the main line to Bensheim station, 30 miles south from Frankfort, whence a branch line conducts to Rosengarten in 45 minutes. Rosengarten is a small village on the right side of the Rhine, opposite Worms. The station is close to the bridge of boats. Porters carry the luggage from the Rosengarten station to the Worms station, situated at the side of the town farthest from the Rhine. For Worms see page 257. See also Map of the Rhine, page 232.

<sup>48½</sup> FRIEDRICHSFELD. Here change carriages for Mannheim, <sup>166½</sup> 5½ miles west (see page 259).

<sup>56½</sup> HEIDELBERG (pop. 20,000). On the Neckar, up which, <sup>159½</sup> during summer, a steamer sails to Heilbronn ; time, 12 hours. For London to Heidelberg, see under that head in the Continental Timetables of the London, Chatham, and Dover Railway.

*Hotels.*—Schrieder, close to the station, with 105 rooms. Europe, in the Anlage, or Park. Prinz Carl, at the corner of the Corn Market. The Adler and Badischer Hof, in the Haupt Strasse. Above the castle is the Molkenkurhaus, or whey-cure house on the Swiss system. It commands an extensive prospect, and can accommodate a limited number of guests.

English Church in the Plockstrasse.

*Cab Tariff.*—From the station to any part of the town, for 1 or 2 persons, 12 kreuzer each ; for 3 or 4 persons, 9 kreuzer each ; boxes, 6 kreuzer each. By time : quarter of an hour, for 1 or 2 persons, 18 kreuzer ; for 3 or 4 persons, 24 kreuzer ; 1 hour, 1 florin, or 1 florin 12 kreuzer. To the Castle, 3 florins ; Castle and Molkenkur, 3½ florins. Castle, Molkenkur, Königsstuhl, and Wolfsbrunnen, for 2 persons, 8½ florins ; for more than 2 persons, 11 florins. To Schwetzingen, for the day, 5½ florins.

As the principal place to be visited in Heidelberg is the castle, travellers not wishing to remain longer than necessary should leave their luggage in the station and hire a cab for the castle and whey-cure house, whence there is a more extensive view than from the castle. The shortest footpath is by the Burgweg, leading from the Kornmarkt up to the castle in about 20 minutes. The carriage road commences at the Kingelthor, and enters the castle by the back of the building.

## ROUTE 7A.—HEIDELBERG.

*Fees.*—To visit the cellars containing the famous tun, and other parts under lock and key, for 1 person, 30 kreuzer ; 2 persons, 42 kreuzer. The ruins themselves are free to the public.

The ancient city of Heidelberg occupies one of the most beautiful spots in Germany—at the foot of the Geisberg, between the river Neckar and the Anlage or public park. It is traversed from end to end by the main or Haupt Strasse, one mile and a half long, from which numerous narrow streets diverge. Near the eastern extremity of the park is the Church of St. Peter's, the oldest in the town, and memorable as having been the scene of the daring exploit of Jerome of Prague, who hung up on its gate the thesis in which he attacked the doctrines and practices of the Church of Rome, for which he was burnt alive at Constance on May 30th, 1416.

The University, of which the buildings stand in a small square called the Ludwigs Platz, near the centre of the town, is, with the exception of that of Prague, the oldest in Germany, having been founded in 1386. The average annual number of students that attend it is 800. By far the most interesting relic of the past in Heidelberg is the Castle, on a slope of the Geisberg, 330 feet above the Neckar. In 1764 it was struck by lightning, which, setting fire to the edifice, reduced it to its present condition. It exhibits a bold and magnificent front, consisting of a central edifice like a dwelling-house, with rows of windows on different floors, flanked at the eastern angle by a huge round tower, called "der dicke Thurm ;" and at the other corner by the "Gesprengte Thurm," which was blown up by the French.

Ascending the hill by the carriage road, we have, to the left, just before entering the castle, the Elizabethen Pforte, a handsome triumphal arch, built by the Elector Frederick V., in honour of his young bride, Elizabeth Stuart, daughter of James I. of England, and grandmother of George I. From this walk up to and enter the spacious quadrangle, where the façade facing us is that of the palace of Frederick IV., that to the right the façade of the palace of Otto Henry, and that to the left the façade of the English palace of Frederick V.; whilst the more ancient structures behind us were built by the first Electors, Rudolph and Ruprecht. The palace of Otto Henry is the most remarkable of all for the exquisite taste of its design and the richness of its architectural embellishments. It is in the "cinquecento" style, and was designed by Michael Angelo. In the English

FRANKFORT  
MILES FROM

## ROUTE 7A.—WILDBAD.

BASEL  
MILES TO

palace are the apartments which were occupied by the Princess Elizabeth. Adjoining is the chapel, still in good order, and beneath it the vault containing the Heidelberg Tun (constructed in 1751), the largest wine-cask in the world, 36 feet long and 24 in diameter, and capable of containing 230,000 bottles. It has not been used since 1769. A large London porter vat can contain 648,000 bottles.—See *Mayhew's Upper Rhine*.

A flight of steps opposite the Gesprengte Thurm leads up from the castle to the Molkenkurhaus, 306 feet higher. A good path from the Molkenkurhaus leads up to the Königsstuhl, a tower 95 feet high, on the top of the mountain, 1236 feet above the river.

<sup>75</sup> BRUCHSAL (pop. 10,000). Refreshment-rooms at the station ; <sup>140</sup> in the town the Hotels Badischer Hof ; Rose, etc.

At this station change carriages for Stuttgart, 49 miles east ; Ulm, 108 miles south-east ; Augsburg, 153 south-east, and Munich, 202 miles south-east (see Route 7B —Frankfort to Verona, by the Breunner Pass).

<sup>87</sup> DURLACH. A large refreshment-room in the station ; adjoin- <sup>138</sup> ing is the hotel Zum Grünen Hof.

Passengers for Wildbad (31 miles south-east) change carriages here and, generally, again at Pforzheim junction also.

WILDBAD, 1408 feet above the sea level, in the ravine of the Enz, in the Black Forest ; 5000 visitors yearly (pop. 3000).

*Hotels.*—Bad hotel next the bathing establishment ; and opposite to it the Bar. In the Kurplatz the Hotel Post. Other hotels : Belle Vue, Russie, Keim. The Kurhaus contains, besides the baths, concert, dining, and reading rooms. Waters, alkaline ; temp. 94° to 110° Fahr. ; recommended for gout and rheumatism, especially after Wiesbaden. "All the arrangements about the baths are excellent. Though adapted for the milder treatment of gout, Wildbad appears to be chiefly resorted to for various forms of paralysis."—*Macpherson's Baths of Europe*. Eight miles from Wildbad is Liebenzell, 995 feet above the sea level, with similar waters, but of a lower temperature.

<sup>90</sup> CARLSRUHE (pop. 33,000). Junction with Route 7a, <sup>125</sup> "Mayence to Basel" (page 261).

*Hotels.*—In the Carl Friedrich Strasse the Hotel Angleterre and the Hotel Grosse ; near the Ettlinger Thor the Weise Bar ; opposite the Kunsthalle the Rothe Haus. English service in the chapel at the Mühlberg gate.

FRANKFORT  
MILES FROM

## ROUTE 7A.—CARLSRUHE.

BASEL  
MILES TO

Carlsruhe is a handsome town, 3 miles from the Rhine, and built by Carl III. in 1715, in the shape of an open fan. A little to the left of the station is the Ettlinger Thor, which forms the principal entrance into the city; from it a straight street, under various names, extends to the Schloss. The finest part of the street, or rather series of streets, is the Carl-Friedrichs Strasse; having on one side the Protestant Church, on the other the Rathhaus, and in the centre a statue of the Grossherzog Ludwig, and a low stone pyramid under which repose the remains of the Markgraf Carl, the founder of the city. The street terminates in a fine park of an elliptical form, of which one side is occupied by private houses, with arcaded fronts; and the other by the Schloss, the Theatre, the entrance to the Botanic Gardens, and (slightly beyond the circle) the Kunsthalle. In the centre of the ellipse is a pleasant promenade below trees, and a statue to Carl Friedrich, Herzog von Baden. Behind the Schloss, built in 1754, is a lovely park, open to the public. The Botanic Garden is one of the best in all Germany. The Kunsthalle, built in 1845, contains a collection of statues, frescoes, and paintings—open to the public on Wednesdays and Sundays—to strangers always; fee, 30 kreuzer.

From Carlsruhe a branch line extends to Winden, 30 miles west on the railway, on the left bank of the Rhine. On this branch line travellers are sometimes detained at Maxau, a station on the Rhine. At Maxau there is a large inn called the Hotel Rheinbad, with a garden.

105 RASTATT (pop. 8000). *Hotels*: Post, Löwe, etc. Branch 110 line to Gernsbach.

A fortified town with a castle on an eminence; from the top of the tower there is an extensive view; fee, 24 kreuzer.

110½ OOS. Junctions with branch to Baden (2½ miles east), for 104½ which change carriages.

BADEN or Baden-Baden (pop. 10,000) is 107 miles from Frankfort, or 99 from Mayence. It is famous for its mineral waters, which contain chiefly common salt mixed with the sulphate and bicarbonate of lime, chlorate of potash, silica, and lithia. Temperature 115° to 150° Fahrenheit. Employed in the cure of chronic rheumatism, atonic gout, and bowel complaints.

*Hotels*.—At the entrance into the town, the Baden with baths; near the promenade Brucke, the Angleterre; on the new promenade, the Victoria;

FRANKFORT  
MILES FROM

## ROUTE 7A.—BADEN.

BASEL  
MILES TO

opposite the pump-room the *Europe*; near the Kursaal the *Russie*; close to the conversation house the *Darmstadt*, with baths; also with baths the *Zähringe Hof* and the *Hirsch*; near the railway station, the *Ville de Bade*; in the Lichtenthaler Allee, the *Belle Vue*; etc. etc.

Also numerous furnished apartments and lodging-houses, which are less expensive than the hotels.

*Cab-fares*.—For 2 persons, 24 kr. for  $\frac{1}{2}$  hour, and for  $\frac{1}{2}$  hour for 3 or 4 persons, 36 and 45 kr.; for 1 hour, 1 fl. and 1 fl. 15 kr.; each box or portmanteau pays 6 kr.

*Saddle-horses*.—For  $\frac{1}{2}$  day, 2 fl. 20 kr.; and 4 to 5 fl. per day.

*Donkeys*.—For  $\frac{1}{2}$  day, 1 fl. 12 kr.; and 2 fl. for the day. Gratuity, 6 to 12 kr.

*Omnibus* from the station to the town, 12 kr. including luggage.

The new Protestant Church and the Anglican Chapel are a little to the east from the Leopold Platz. (From London to Baden-Baden, see the Time-tables of the London, Chatham, and Dover Railway.)

Baden, or as it is also called Baden-Baden, to distinguish it from Baden in Switzerland and Baden near Vienna, occupies a sheltered situation at the entrance of the Black Forest. The beauty of the surrounding country, as well as its own extensive pleasure-grounds, gardens, and promenades, render Baden one of the first watering-places in Germany. It was for six centuries the residence of the Margraves of Baden. The "Old Castle," occupying the summit of a hill above the town, was the earliest residence of the reigning house. Near it are the *Felsen*, masses of fantastically cleft rocks, from which there is a fine view. The "New Castle" (so called by comparison), situated close to the town, and now a summer residence of the Grand-Duke, is remarkable for its subterranean dungeons. In the Pfarrkirche, or parish church, founded in the 15th century, are several monuments of the Margraves. In the church of the Convent of Lichtenthal, one mile and a half up the Lichtenthaler Allee, are the skeletons of Sts. Pius and Benedictus, and the tombstone of the foundress, the widow of Hermann IV. In the Todtenkapelle, opposite, are the tombstones of the Margraves of Baden-Durlach, and some good altar-pieces.

*Excursions*.—To the Schloss Eberstein, on an eminence above the Murg; time 3 hours. To the Favourite, a castle of the Grand-Duke's, 7 miles from Baden. Up the Murgthal there is a beautiful drive along the banks of the Murg, among precipitous heights covered with fir forests.

**128** ACHERN (pop. 2000). *Hotels*: Post, etc. Good trout-fishing. **92**  
Cabs await passengers. From this little village several beautiful drives may be taken. The best drive is to the Allerheiligen Kapelle, a ruin; and thence on foot to the falls of the Grindenbach over the Büttensteine; fare, 7 gulden; time, 7 hours, including halts. But if the carriage returns by Oppenau and Oberkirch, the fare is 10 gulden. To the Mummelsee and Hornisgrinde—fare, 7 gulden; time, including



FRANKFORT  
MILES FROM

# ROUTE 7A.

BASEL  
MILES TO

halts, 7 hours. To the Brigittenschloss or Hohenröder Schloss, 7 gulden; 6 hours.

**131 APPENWEIER.** An important junction, where there is a <sup>84</sup> great deal of traffic and considerable confusion. Here passengers for and from Strasburg, 12 miles west, *change carriages*, and cross the Rhine at Kehl. For Strasburg, see page 324. The village of Appenweier is nearly a mile from the station. It contains a small clean Inn, called the Post, which passengers arriving late or having to wait there till next morning should take.

**175 FREIBURG** (pop. 21,500). Twelve miles from the Rhine. <sup>40</sup>  
*Hotels.*—Close to the station is the first-class hotel the Zähringer Hof, and a little farther the Hotel and Pension Lang.

Freiburg, called also Freiburg in Breisgau, to distinguish it from Freiburg in Switzerland, makes a very pleasant halting-place. It has abundance of excellent fruit, the vineyards extending even into the town. There is, however, not much in the way of sights, excepting the **Münster** or Cathedral, whose beautiful octagonal tower, terminating in a pyramid spire 410 feet high, is well seen from the station. It rises immediately over the western entrance, consisting of one doorway, or rather a porch and a doorway. The way up to the tower is by a small door inside the church under the wheel window, and to the right. The exterior of the church is supported by flying, receding, and pinnaced buttresses, adorned with canopied niches containing statues. At the south entrance is a narthex or arched portal, fronting the Kaufhaus or Bourse, a one-storeyed building, with a high roof castellated at the gables, and the front walls painted red, with a small arcade below. The statues on the façade represent Kaiser Maximilian I., Philipp I., Carl V., and Ferdinand I.

The Münster was commenced in 1122, the nave and tower were completed in the middle of the 13th century, and the choir in 1513. The interior is 340 feet long, 90 high, and 90 broad.

The windows of the north and south aisles are low and plain, but the glass is of the 15th century. The pulpit is said to be of one stone, and executed in 1561. There are also some good paintings.

Near the Münster is the principal street, the Kaiser Strasse, with a curious middle-century well, and from this well a street leads down to the Franciskaner Platz, with a statue of the Franciscan monk, Barthold Schwarz, or properly Constantin Anklitz, born at Freiburg in the 14th

## ROUTE 7a.

century, to whom the Freiburgers ascribe the invention of gunpowder. But Roger Bacon, in a treatise written at Oxford in 1216, speaks of gunpowder as a wonderful yet well-known compound in common use for making squibs to amuse children; and the Venetians are said to have employed cannon in the year 1300.

At the end of the Kaiser Strasse is the town-gate, called the Martinsthor, with a fresco painting representing St. Martin dividing his cloak with a Beggar. To the east of the town are the Pfauen Garten and Hotel; a large Protestant church; a barrack, with accommodation for 5000 men; the Ton or Festhalle for public entertainments; and by the side of this latter building, the road up to the Schlossberg, 426 feet above the town, much frequented by the inhabitants on holidays.

215 miles from Frankfort, 171 from Mannheim, 101 from Baden, and 89 from Strasburg is BASEL or Bâle on the Rhine (See Switzerland), and Route 12, Part 2, page 329 of this work.

## ROUTE 7a.

## MAYENCE TO BASEL BY RAIL.—Distance 208 miles.

This Route joins Route 7a, or Frankfort to Basel, at Carlsruhe. For "London to Basel and Back, by Mayence," see the Continental Time-tables of the London, Chatham, and Dover Railway, Pimlico, Victoria Station; price 1d.

See the Index and Railway Map for the entire journey. But for the part between Mayence and Carlsruhe, see the Map of the Rhine, page 230; and from Carlsruhe to Basel, the Map of Paris to Switzerland, page 318.

MAYENCE  
MILES FROM

BASEL  
MILES TO

MAYENCE (see page 242).

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<sup>12</sup> OPPENHEIM. *Inn*: Ritter. The most remarkable buildings <sup>196</sup> in this, the "Bonconica" of the Romans, are the Katharinenkirche, occupying a striking position on a hill, and near it, but considerably higher, the gloomy castle of Landskron. The church was built between 1262 and 1317, and destroyed, all but the eastern portions, by Louis XIV. in 1689. "It is now half in ruins and half restored to its original grandeur, seeming to be formed, as it were, of three distinct edifices, joined in a line to one another: a roofless and windowless shell of a chapel at one end; a small Reculver-like church, with twin square

MAYENCE  
MILES FROM

## ROUTE 7a.—WORMS.

BASEL  
MILES TO

towers, in the middle ; and a tiny cathedral, with a transept and tall elongated dome, at the other extremity."—*Mayhew's Rhine*. On the north side of the churchyard is a charnel-house containing skulls, many of which belonged to men killed in the Thirty Years' War. Sexton's fee, 12 kreuzer. His house is to the left of south entrance. The Landskron was built during the reign of the Emperor Lothaire, and repaired and strengthened by the Emperor Ruprecht, who also died in it in 1410.

23½ WORMS (pop. 14,000). Junction with line to Frankfort by 179½ Rosengarten and Darmstadt, distance 45 miles. Also with line to Frankfort by Rosengarten, Bensheim, and Darmstadt, distance 46½ miles. Junction with line to Bingen, 40 miles north-west by rail, page 240.

*Hotels*.—The Alte Kaiser, opposite the cathedral ; and the Belle Vue in the Luther Platz, opposite the monument.

The finest part of this town, one of the oldest in Germany, extends from the Luther Platz, by the old fortifications and the Schloss Garten, to the Cathedral or Domkirche. In the Luther Platz is the **Monument** to the great reformer, consisting of well-executed bronze statues on granite pedestals. In the centre, on a bronze pedestal adorned with reliefs, stands the statue of Luther, 11 feet high. Around him, in a sitting posture, are the four reformers—Hieronymus Savonarola on his right, and Johann Huss on his left ; behind Savonarola is Petrus Waldus, and behind Huss is John Wycliffe. The two statues at the entrance represent Frederick the Wise (Kurfürst) of Saxony, and Philip the Generous (Landgraf) of Hessen. Behind the former is the statue of Reuchlin, and behind the latter the statue of Melancthon, all 9½ feet high. The **Cathedral**, founded in the 11th century, is a solid and heavy red sandstone building, 370 feet long and 90 broad. The transepts are 122 feet long. Buttresses of attached pillars support the north side and east end. Gurgoyles, in the shape of uncouth creatures, peer over the walls, while large stone figures of animals stand on the top of the east apse. On each corner is a round pointed tower. The arches are chiefly semicircular and equilateral, the tracery trefoil, and the mouldings zig-zag. The entrances are from the south and the north. In the interior the most remarkable parts are—the Ana Kapelle, with a rude but ancient representation of Daniel in the Lions'

MAYENCE  
MILES FROM

## ROUTE 7.a—WORMS.

BASEL  
MILES TO

Den. In the north aisle is the tombstone of the Franconian Princesses, (13th century). In the Baptistery (Taufkapelle) are remarkable reliefs cut in stone, representing scenes in the life of our Lord. The font belongs to the 13th century. The beadle lives in a house opposite the south portal; fee, 18 kreuzer each. On the north side of the church, nearly under the tower, is the small doorway which opened into the Episcopal Palace or Bischofshof, where the diet of 1521 was held under the presidency of Charles V. Luther, when answering for himself before this august tribunal, concluded his noble defence with the manly words, "Here I stand; I can do no otherwise; God help me! Amen." It was while on his way to Worms that he composed the beautiful hymn, commencing with the words "Ein fester Burg ist unser Gott." Of this palace, which formerly extended to about the middle of the adjoining Schloss Garten, nothing remains, excepting part of the foundations. The Schloss Garten is open to the public during the greater part of the day; entrance by the eastern end. Nearly a mile from the cathedral, by the Mainzer Thor, is the Liebfrauenkirche, erected in the 15th century. In the neighbourhood of this church are the vineyards producing the wine called Liebfrauenmilch.

41½ LUDWIGSHAFEN. Passengers wishing to visit Spire, 166½ change carriages here and go 7½ miles south to Schifferstadt junction, where they again change carriages. From Schifferstadt, Spire is 5½ miles distant, or 13 miles altogether from Ludwigshafen. This Spire branch is continued 9 miles farther south to Germersheim, an ancient and interesting town on the Rhine, where it is joined by the Queich. Opposite is Philippsburg, whence a coach runs to Neudorf on the main line to Carlsruhe.

The Ludwigshafen branch extends westwards through a picturesque country, abounding with iron and coal, to Saarbrücken, 85 miles west. For Saarbrücken, see Route 11, "Metz to Strasburg." At Hochspeyer junction, 35 miles west from Ludwigshafen, commences the branch line to Bingerbrück or Bingen, 48 miles north, on the Rhine (see page 239).

Eighteen miles west from Ludwigshafen is Neustadt Junction, 69 miles north by rail from Strasburg, which line it joins at Hagenau, 18½ miles from Strasburg. See Route 11, under Hagenau, page 317.

SPEYER (Spire)—18 miles from Mannheim—is situated on the Speyerbach, a small stream, for the most part covered in its passage through

MAYENCE  
MILES FROM

## ROUTE 7a.—SPIRES.

BASEL  
MILES TO

the town. On approaching Speyer from the station, the first striking object is the Heidenthurm, built in the middle ages on Roman foundations. Now walk down the principal street, the Maximilian Strasse, to the Stadthaus and the Hotel du Palatinat; whence take the small street to the left, the Schrunnen Gasse, which leads up to the Dreieinigkeitskirche. Opposite the entrance of this church is all that remains of the Retscher Palace, as the inscription on the walls states, in which the diet of 1529 was held, when the Elector of Saxony and his allies presented their famous "Protest," that henceforth gave the name of "Protestants" to the members of the reformed church. From this return to the Maximilian Strasse, and walk down to the Domkirche or Cathedral. When closed the beadle will be found in the house on the south side, near a collection of Roman sculptured stones in an arched building; ticket, 12 kreuzer. This church, founded by Conrad II. in 1027, and completed by Henry IV. in 1062, is 506 feet long, and the transept 202 feet. The breadth of the nave is 138 feet, while the whole building covers 45,615 square feet. The two eastern towers rise 248 feet above the roof, and the two western 225 feet. The west façade is 130 feet broad and 140 high. The edifice is a plain red stone structure, in two stages. Round the top runs an arcade supported on colonnettes with truncated capitals, and over them a broad frieze. Various tombstones are built into the exterior of the wall. The semi-circular arches of the nave rest on square piers, from which rise the attached pillars that support the roof. But the charm of this church are the 32 fresco paintings, chef-d'œuvres of the German school, which extend round the whole interior of the church. Those on the chancel and on the cupolas of the transept are on a gold ground, and are painted by one of the first of the modern German artists, Johann Schraudolph. In the choir are the monuments to the memory of Rudolph von Hapsburg, by Schwanthaler, and of Adolph von Nassau, by Ohmacht. The height of the cupola over the altar is 160 feet. In the crypt below the choir is the mausoleum of the Kaiser Rudolph von Hapsburg, who died in 1291. There is also an old stone font here, called the "Rauschende Kelch," dating from 1031. On the south side of the church, in the grounds formerly occupied by the cemetery, is a rockwork surrounded by buttress-like columns. It is one of the many representations of the Mount of Olives (Oelberg), met with on the continent, and it is supposed to have been erected in 1441.

<sup>43</sup> MANNHEIM (pop. 3500). On the Rhine, opposite to Lud- <sup>165</sup> wigshafen. Junction at Friedrichsfeld with line to Heidelberg (see page 250). Junction also with line to Saarbrücken, 87 miles west (see Route 11, Metz to Strasburg). The steamboat performs the journey from Mannheim to Cologne in from thirteen to fourteen hours; and from Cologne to Mannheim in twenty-one hours.

MAYENCE  
MILES FROM

# ROUTE 7a.—MANNHEIM.

BASEL  
MILES TO

At the railway station the sovereign is worth 11 gulden and from 48 to 53 kreuzer. The 20-franc piece is worth 9 gulden and from 20 to 25 kreuzer.

*Hotels.*—Europäische Hof, on the Rhine, near the steamboat wharf. In the centre of the town the Pfälzer Hof, and in the Leopold Strasse the Deutsche Hof.

The railway station is on the south-east side of the Schloss Garten. "Das freundliche reinliche Mannheim," as G. the styles it, lies between the Rhine and the Neckar, with a series of streets extending from the one river to the other, while another series extends parallel to the two rivers, intersecting the others at right angles. The whole town is divided into two parts by a broad street called the Friedrich Strasse, and its continuation, the Neckar Strasse, which extend from the "Schloss" to the bridge over the Neckar. The streets which meet the Friedrich Strasse and the Neckar Strasse at right angles, on the left-hand side, are lettered from A to K, and the blocks of which they are composed are numbered. The streets on the other side are lettered from L to W, and their blocks are numbered also. The streets are likewise named. The principal edifice is the Castle or Schloss, an enormous two-storeyed building, nearly the breadth of Mannheim, with one facade towards the town, and the other towards the Rhine. It contains a museum and an excellent Picture Gallery—open to the public on Sundays from 11 to 1, and on Wednesdays from 10 to 12 and 2 to 4.

Between the Schloss and the Rhine is a beautiful park of 200 acres, full of pleasant walks. The Rhine is here crossed by an iron bridge, of which one division is for carriages and foot-passengers, and the other for the railway. Near the Schloss, and fronting the Schiller Platz, is the theatre, seated for 2000. It was in this theatre that Schiller's "Robbers" was first acted, and whence his fame spread over the world. He lived in No. 1 Capuziner Strasse, or No. 20, in the corner opposite the corner of the Kaufhaus, an arcaded building. In front of the theatre are statues to Schiller, Dalberg, and Iffland. Here is also the Jesuiten Kirche, built in 1756, with handsome iron gates and painted roofs.

**511** SCHWETZINGEN (pop. 4000). *Hotels*: Erbprinz, Kirsch. 1863  
This is rather a pretty village, with a stately old chateau at the head

BASEL  
MILES TO

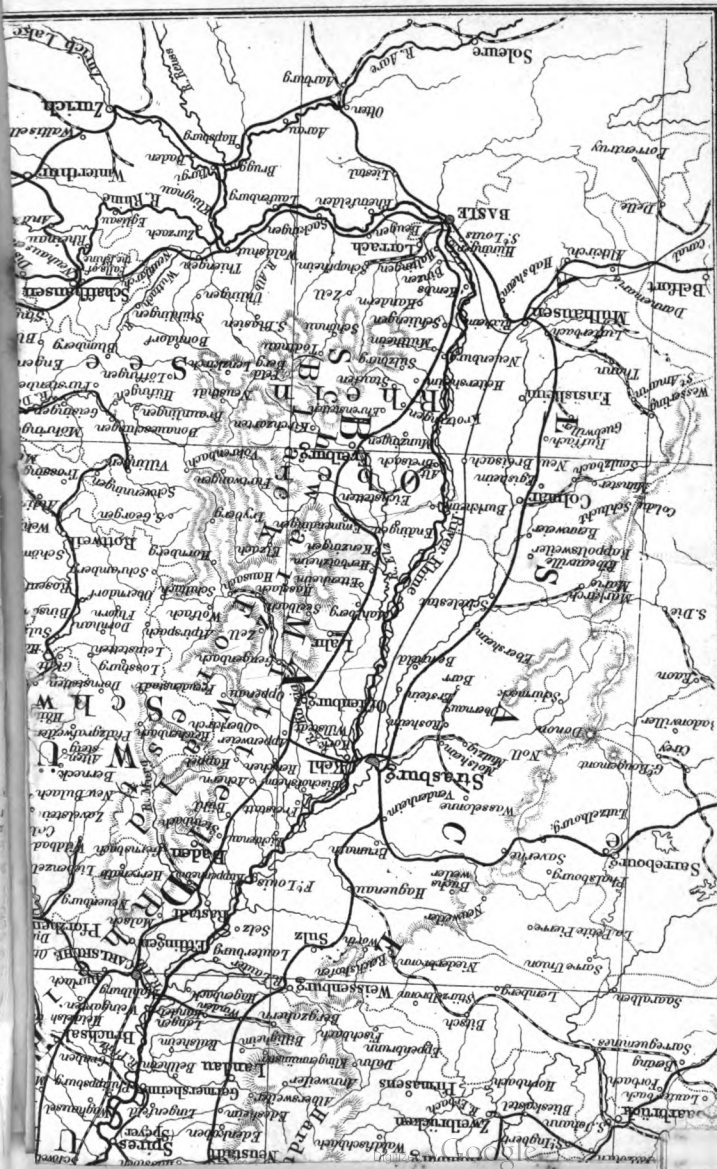
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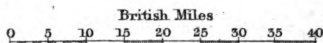
# SOUTH WEST GERMANY

FRANKFORT & MAYENCE TO MUNICH & VIENNA by Würzburg,  
Nuremberg & Ratisbon.

FRANKFORT & MAYENCE TO MUNICH & VIENNA by Heidelberg,  
Stuttgart, Ulm & Augsburg.

FRANKFORT TO VIENNA by Leipzig & Dresden.

FRANKFORT, MAYENCE & STRASBURG TO SWITZERLAND.





MAYENCE  
MILES FROM

## ROUTE 7B.

BASEL  
MILES TO

of the principal street. Behind this chateau are the fine gardens, occupying 112 acres, laid out by the Kurfürst Carl Teodor in 1743. On entering by the portal at the chateau the eye at once embraces the interior of the principal garden, disposed over an extensive flat, with ponds, marble statues, trim even walks, and parterres of flowers, bounded by closely cut hedges and avenues of lofty trees. Penetrating the hedge-alleys, we arrive at the Temple of Minerva, and thence by the statues of Agrippina, Minerva, and Mercury, reach the Mosque (Moshee), whence there is a fine view from the highest minaret (150 feet; fee, 12 kreuzer). From this, across two bridges, are the Temple of Mercury (Merkur), and an artificial ruin built of tufa. In another part of the gardens are the Orangery, the Temple of Apollo, the Bath House (fee, 12 kreuzer), the Botanic Temple (fee, 12 kreuzer), and the ruins of a Roman aqueduct. Northwards are the colossal statues of the Rhine and the Danube. A guide is not necessary.

<sup>83</sup> CARLSRUHE. Here this route joins 7A, Frankfort to <sup>125</sup> Basel, which now follow from Carlsruhe on page 252.

## ROUTE 7B.

## FRANKFORT TO VERONA by the BRENNER PASS.

The principal places passed on the way are Darmstadt, Heidelberg, Stuttgart, Ulm, Augsburg, Munich, Innsbruck, Botzen, and Trent. Distance 566 miles. Those who commence this route from Mayence join the Frankfort line at Heidelberg, 55 miles from Mayence (see route 7a, "Mayence to Basel," by Worms and Mannheim, page 256). From London to Munich, by Calais, Paris, Nancy, Strasburg, Carlsruhe, Stuttgart, Ulm, and Augsburg, see the Continental Time-tables of the London, Chatham, and Dover Railway. For descriptions of Calais to Paris, see Route 1; and for Paris to Strasburg, see Route 12, Part 1.

See Map of South-West of Germany.

FRANKFORT  
MILES FROMVERONA  
MILES TO

FRANKFORT-ON-THE-MAIN (see page 245). Start from <sup>566</sup> the station of the Main-Neckar railway.

FRANKFORT  
MILES FROM

## ROUTE 7B.

VERONA  
MILES TO

17 DARMSTADT (pop. 36,000), see page 249. Junction with 549  
line from Mayence, 20½ miles N. W.

30 BENSHEIM. Junction with branch to Worms. For Worms 536  
see page 257, and for branch line, page 250.

48½ FRIEDRICHSFELD. Junction with branch to Mannheim 517½  
(page 259).

56 HEIDELBERG (pop. 20,000), see page 250. Junction here 510  
with line from Mayence, 55 miles N.

75 BRUCHSAL (pop. 10,000). Refreshment-rooms in the sta- 491  
tion. Carriages are generally changed here.

95½ MUHLACKER. All change carriages here. Junction with 470½  
branch line to Wildbad by Pforzheim, 22½ miles south (see page 252).

110 BIETIGHEIM. Station for Heilbronn, 18½ miles north, for 456  
which change carriages.

Heilbronn (pop. 1800); in a beautiful and fertile country on the Neckar.

*Hotels.*—Near the station the Eisenbach Hotel. In the town the Falke; the Rose; Deutsches Haus; Ritter, etc.

In the Marktplatz is the Rathhaus, built in 1535, with a famous clock, noticed in Goethe's *Götz von Berlichingen*. But the most interesting building is the church of St. Kilian, commenced in 1013 and finished in 1510. It is 270 feet long, and the roof is 60 feet above the floor. The beautiful tower is 225 feet high. To the N.E. of the town is Wartberg, 500 feet high, on which the harvest feasts are celebrated.

142 STUTTGART (pop. 80,000, and 860 feet above the sea level). 424  
The Railway Station is in the Schloss Strasse, close to the Schloss Platz. It is very large, and the waiting-rooms are at the inner end of the centre passage. Omnibuses from the hotels and cabs await passengers. The *Post-office* fronts the station, but the departments for the delivery and the receiving of letters and newspapers are on the opposite side of the building.

*Hotels.*—Adjoining the station, and in both the Schloss and the Königs Strasse is the Hotel Marquardt. Opposite the station is the Hotel Royal. In No. 28 Eberhards Strasse is the Petersburger Hof. In No. 14 Hirsch Strasse is the Hirsch. In No. 28 Markt Platz is the Adler. In the Dorotheen Strasse is the Bayerische Hof.

## ROUTE 7B.—STUTTGART.

English Chapel at the eastern end of the Catharinen Strasse.

*Cab-tariffs.*—The cabs carry with them their tariffs, yet for convenience we give the following :—

	ONE-HORSE.				TWO-HORSE.			
	1 or 2 Persons.		3 or 4 Persons.		1 or 2 Persons.		3 or 4 Persons.	
	Gul.	Kr.	Gul.	Kr.	Gul.	Kr.	Gul.	Kr.
From any point in the town to another . .	0	12	0	18	0	18	0	24
Cabs engaged by the hour . . . . .	0	36	0	48	0	48	1	0

Trunks 6 kreuzer and carpet-bags 3 kreuzer extra.

*Tramway Omnibuses.*—Every ten minutes a tramway omnibus passes up the Schloss Platz by the Alte Schloss side, and halts at the commencement of the Neckar Strasse, immediately behind that part of the King's Palace called the Akademie ; then runs down the Neckar Strasse on its way to Berg and Cannstatt. The omnibuses returning from Berg and Cannstatt also halt at the Akademie, and then run up the Hauptstätter Strasse, and cross over by the Tübinger Strasse to the Königs Strasse, by which street they return to the Schloss Platz, and thence start again for Berg and Cannstatt from the Akademie. Fare for the streets in the town, 3 kreuzer ; to Berg, 6 kreuzer ; to Cannstatt, 8 kreuzer.

At Berg there is a summer theatre, numerous restaurants and mineral water baths. Cannstatt is a considerable town on the Neckar. The tramway coach stops on the right side of the river opposite the Inn Kaufmann, and not far from a royal palace on a hill overlooking the town. The Kursaal of Cannstatt is at the end of the Königs Strasse. It is also connected with the town by an avenue of horse-chestnut trees, extending to the Brunnen Strasse, which it joins at the hotel Wilhelmsbad. The bathing establishment is complete and comfortable. The drinking fountain, called the Wilhelmsbrunnen, is supplied by a pleasant sparkling acidulous spring of water, which wells forth copiously

## ROUTE 7B.—STUTTART.

from a funnel into a large bowl. In Stuttgart whey, and mineral water from the different springs in the neighbourhood, are sold in the morning at stalls ranged along one side of the Schloss Platz.

**Stuttgart** occupies the site of a former Stutengarten (mare garden), hence its name. All that is really beautiful in the town is concentrated in the Schloss Platz and in the adjoining Schloss gardens. Of Palaces there are 600 acres, in which the king and the various members of the royal family are housed, yet none are of importance excepting the handsome edifice the king himself inhabits, called the "Residenz des Königs," built by Herzog Carl and his successors from 1746 to 1807. It occupies the entire southern side of the Schloss Platz, consists of two storeys, and contains 365 rooms. The ceilings of the best of the rooms are painted in fresco by Guibal, and the walls by Gegenbauer; and of these the finest is the white and blue marble hall. The palace contains numerous artistic treasures—such as, a Venus, by Dannecker; a Gladiator, by Canova; Bacchus and Bacchantin, by Thorwaldsen; fine Sevres china, Gobelins tapestry, etc. etc. Admission by card procured from the office of the Schloss Inspection, in the Alten Schloss, the large old feudal castle on the western side of the square.

Immediately behind the royal residence, and connected with it by a gallery, is a large rectangular edifice called the "Akademie," which from 1738 to 1775 was a military academy, and afterwards became the High School of the town. Here it was that Schiller wrote the *Räuber*. This building, though still called the "Akademie," contains now the king's private library and other offices connected with the palace.

On the eastern side of the Schloss Platz is the Opera House, which receives from the state an annual subsidy of £1400; and on the side fronting the palace is the Königsbau, with a colonnade 240 feet long. The ground-floor of the building is occupied by restaurants, reading-rooms, and shops stocked with fancy goods. In the first floor are large halls, in which exhibitions and concerts are held. Adjoining is the palace of the queen dowager. In the centre of the square is the Jubiläumssäule, a granite column 60 feet high, erected in 1841 to commemorate the 25th year of the reign of König Wilhelm. On each side of it is a very handsome bronze fountain. Behind the Alte Schloss, built in 1570, is the Stiftskirche or Metropolitan Church, built in 1495, and restored in 1841.

FRANKFORT  
MILES FROM

## ROUTE 7B.—TÜBINGEN.

VERONA  
MILES TO

The most important public buildings are all in the Neckar Strasse, that street which leads from the "Akademie" to the village of Berg. At the commencement is a royal palace within a garden, and adjoining it a large plain edifice with two small porticoes. Over one of the porticoes stand the words "Staats Archiv," and over the other "Naturalien Sammlung," or Museum of Natural History. Open every day. Adjoining is the Public Library with 330,000 vols., 3600 MSS., and a collection of 8700 Bibles in 80 languages.

At No. 20, on the same side of the street, is the "Alterthumsverein," a house belonging to the Antiquarian Society. At No. 20 Kronen Strasse is the museum in connection with this society. At No. 32 Neckar Strasse is the "Museum der Bildenden Künste,"—the Picture and Sculpture Galleries. In the first room, right hand, ground-floor, there are a number of casts made by Thorwaldsen, and presented by himself to this museum. In the upper floor is the picture gallery; they are nearly all labelled. Open daily. Opposite the Museum der Bildenden Künste is the Mint.

A little to the N. W. of the railway station, on opposite sides of the Stadtgarten, are the Baugewerbschule and the Polytechnicum, the former being a kind of preparatory school for the latter. In No. 74 Königs Strasse is a small Industrial Museum.

<sup>139</sup> PLOCHINGEN. Junction with branch to Singen. For <sup>427</sup> Singen, see Route A, Basel to Constance.

Thirty-one miles south from Plöchingen, by the Singen branch, is TÜBINGEN (pop. 9200). *Hotels*: Post; Traube. An ancient town on the Neckar, chiefly remarkable for its university, founded in 1477. It is conducted by 80 professors, and attended by 800 students. Connected with the university is the "Stift," or foundation for 120 Protestant students, and another for 130 Roman Catholic students. To the west of the town rises the castle of Hohen-Tübingen, built in 1535 by Herzog Ulrich.

<sup>151</sup> GOPPINGEN (pop. 7000). *Hotels*: Post, near the station; <sup>415</sup> Apostel; Drei Könige. A flourishing manufacturing town.

<sup>156</sup> SUSSEN. The country here is very picturesque. The Fils- <sup>410</sup> Thal becomes very narrow. To the left is the "Ruine Scharfeneck," and to the right the ridge of the Alb.

<sup>162½</sup> GEISLINGEN (pop. 4000). *Hotels*: Post, Sonne, Krone. <sup>403½</sup>

FRANKFORT  
MILES FROM

## ROUTE 7B.—ULM.

VERONA  
MILES TO

Situated in a deep hollow, and famous for carved ivory. In the neighbourhood are many pleasant excursions.

<sup>183</sup> ULM (pop. 30,000). In the kingdom of Württemberg, and on <sup>383</sup> the left side of the Danube.

New Ulm, in the kingdom of Bavaria, is upon the opposite side of the Danube. Both towns are connected by a handsome stone bridge. Excellent railway station and refreshment-rooms. Junction with branch line to Friedrichshafen, on Lake Constance, 66 miles southwards.

*Hotels.*—Close to the station, the Russische Hof, and on the opposite side of the square, the General Post-office. In the town are the Inn Goldener Hahn and the Hotel Hirsch, both in the Hirsch Strasse. In the Frauen Strasse, the Hotel Kronprinz. In New Ulm, the Hotel Augsburgs Hof.

The one great building in Ulm is the **Munster**, the most magnificent place of worship Protestants possess on the Continent, and, at the same time, the second largest cathedral in Germany. It was commenced in 1377, and completed, all but the tower, in 1471. The tower, composed of tall mullion work enclosed in massive buttresses, attains the height of 290 feet, which is a fraction above half the height it should be. The church has no transepts, and is 460 feet long, 160 broad; roof of the nave 156 feet high, and of the aisles 78 feet. By the left side of the altar stands the beautiful stone **Tabernacle**, 97 feet high, sculptured either by Adam Krafft or George Syrlin. The sound-board over the pulpit is of wood, and sculptured in the same style as the tabernacle by Syrlin the younger. The stalls were sculptured between 1469 and 1474, and are among the masterpieces of Georg Syrlin. He has sculptured his own portrait on the first stall left hand, or north side. The beautiful font is also by him. The organ, erected in 1856, the largest in Germany, has 104 sounding registers and 7000 pipes, the largest being 40 feet long and 5 in circumference. To visit the church enter by the small house alongside the main entrance; fee, 24 kreuzer. Not far from the cathedral are the Deutscheshaus and the Rathhaus, the two forming one very old block of buildings. The Rathhaus has fine rectangular windows with flat canopies. In front is a beautiful stone fountain, in the shape of a small buttressed spire terminating in a spiral crocketed pinnacle. Even the ordinary pump-wells in the town evince taste.

FRANKFORT  
MILES FROM

## ROUTE 7B.—AUGSBURG.

VERONA  
MILES TO

<sup>237</sup> AUGSBURG (92,000). Situated between the rivers Lech and <sup>329</sup> Wertach. Junction here with line to Lindau on Lake Constance, 122 miles southwards.

*Hotels.*—In the Maximilians Strasse, opposite the Hercules fountain, the *Drei Mohren*. All the good and old autographs in the strangers' book of this hotel are merely copies, the original having been stolen. In the Drei Mohren is the saloon in which Graf Anton Fugger received Charles V. In this same hall the last meeting of the German Confederation was held in 1866. Next house but one is the Fugger House, the residence of Prince Fugger Babenhausen. The entire front (335 feet long and 52 high) is covered with frescoes. Behind the Drei Mohren Hotel, and approached by a narrow lane (the Katharina Gasschen), is the Royal Picture Gallery—open on Sundays, from 10 to 12, free; on other days, 24 kreuzer. The pictures are in three rooms, among which are some by Holbein, Rubens, Van Dyck, Titian, Zurbaran, Murillo, Salvator Rosa, Durer, etc. A few houses from the Drei Mohren is the Hotel *Goldene Traube*, and opposite it the Inn *Weisses Ross*. Opposite the station is the Hotel *Victoria*, and in the street (the Eisenbahn Strasse) leading up into the town, the Inn *Drei Kronen* and the Hotel *Bayerische Hof*. There are besides the *Grüner Hof*, *Weisses Lamm*, etc.

At the station the omnibuses of the hotels await passengers; fare, 18 kreuzer. Cabs to and from the station, 24 kreuzer.

Postage of a letter to England, 9 kreuzer; stamps sold at the shops with letter-boxes.

Numerous exchange offices; sovereign worth 11 gulden 48 kreuzer.

Augsburg is traversed from south to north by the Maximilians Strasse, and its continuation the Karolinen Strasse, adorned with a succession of handsome bronze fountains, of which unquestionably the finest is the Augustus Brunnen, opposite the Rathhaus. At the south extremity of the Maximilians Strasse is the Church of St. Ulrich, consecrated in 1500, in the presence of the Emperor Maximilian I. It is 318 feet long, 94 wide, and 100 high, and contains some curious carved wood pictures. Going northwards, we arrive at the Hercules fountain, where, to the left, commences the narrow lane (the Katharina Gasschen) leading to the Picture Gallery.

## ROUTE 7B.—AUGSBURG.

Passing afterwards by the Fuggerhaus, with its frescoes, we arrive at the Rathhaus and the Börse (Exchange), situated opposite each other, at the north extremity of the Maximilian Strasse, with the Augustus Brunnen in the centre. The Rathhaus, built between 1616 and 1620, is a large plain building of no great interest. The best of its halls is the "Goldene Saal," 120 feet long, 62 broad, and 52 high ; fee to visit it, 24 kreuzer.

Continuing our course northward by the Karolinen Strasse, we enter the Parade Platz, and have, on the right, the Archbishop's Palace, in front the Cathedral or Domkirche, and to the left the Regierungsgebäude, or Government House, formerly the archbishop's palace. The present Domkirche was commenced in 1065 on the site of an earlier building, of which the crypt, under the western apse, is all that remains. The two portals on the southern side, or fronting the Parade Platz, are the best. The door of one of them is covered with sculptured bronze plates. In the interior the most noteworthy objects are the four Paintings by Holbein, on the faces of the third and fourth piers, on both sides of the nave fronting the western chancel. The door on the northern side of the chancel leads into the cloister, called also the Kreuz Gang (Calvary). Immediately behind the high or eastern altar is the Gertruden Altar, with a carved reredos. Above is a painted window of the 13th century representing the Passion of Our Lord. The window over it is modern. The large building at the western end of the church is the Regierungs Gebäude, formerly the palace of the archbishop. It was in this building that, on June 25, 1530, the celebrated Confession of Faith, drawn up by Luther and Melancthon on behalf of themselves and the other Reformers, was presented to Charles V. The Emperor ordered the Confession to be read in Latin, which the Elector refused to do, saying, "because we are Germans and on German ground." This hall is in the second storey, fronting the end arch of that old house on arches in the Parade Platz. To visit the hall, walk straight from this arched house towards the building, keeping to the right. In the left hand corner is a small door opening into a small court. At the third door on the right of this court lives the person who shows it ; fee, 12 kreuzer.

To visit the narrow road, called "Da hinab," by which Luther



FRANKFORT  
MILES FROM

## ROUTE 7B.—MUNICH.

VERONA  
MILES TO

escaped from Augsburg, walk up from the northern portal of the Domkirche to the Frauen Thor (an old town-gate). Having passed through it, take first street right hand, the Carmeliten Gasse, which continue till first church right hand, the St. Stephanskirche. Pass down by the north side, and walk across the small square to the little church called the St. Gallus Kirche. Walk down the north side of it, by that narrow lane, to the road beside the old brick town-wall, called "Da hinab," which was the way by which Luther, in 1518, by the assistance of his friend Langenmantle, escaped through the then existing city gate, the Stephingerthor.

In the Protestant Church, St. Annakirche, is a portrait of Luther by Kranach, and a few other interesting objects.

**272** PASING. Station for Peissenberg and Penzberg, both about **294** 35 miles south (see Excursion from Munich, page 281).

**277** MUNICH or MUNCHEN (pop. 178,000). On the Isar, and **289** 1650 feet above the sea level. (See plan of the town.)

*Hotels.*—Quartre Saisons, pleasantly situated in the Maximilians Strasse, near the National Museum. Blaue Traube, opposite the post-office, and close to the Max Joseph Platz and the opera. The Bayerische Hof, in the Promenade Platz, between the Max Joseph Platz and the Maximilians Platz. Hotel Leinfelder, at the commencement of the Maximilians Platz and the end of the Carls Platz. Hotel Belle Vue, 25 Carls Platz, near the station, but far from the centre of the town. Hotel Detzler, in the Kaufinger Strasse. The Augsburger Hof, No. 21 Schützen Strasse.

*Hotels with more Moderate Charges.*—The Ober Pollinger, 42 Neuhauser Strasse; and opposite, the Bamberger Hof. Stachus Garten, 24 Carls Platz, near the Belle Vue Hotel and the German Protestant Church. Rheinischer Hof, in the Bayer Strasse, next to the station. Near it the Schweizer Hof. The Deutsche Haus, in the Diener Strasse.

Their omnibuses await passengers at the station.

At the corner of the Bauer Strasse, opposite the Pinakothek, is the Inn Pinakothek. In the Wittelsbacher Platz is the Inn Zum Neusigl.

## ROUTE 7B.—MUNICH.

TARIFF OF THE FIAKER OR TWO-HORSE CABS.	1 or 2 Persons.		3 or 4 Persons.		5 or 6 Persons.	
	Gul.	Kr.	Gul.	Kr.	Gul.	Kr.
Half an hour . . . .	—	36	—	48	1	—
One hour . . . .	1	12	1	12	1	48
One hour and a half . .	1	42	1	48	2	36
Two hours . . . .	2	12	2	24	3	24
Three hours . . . .	3	12	3	36	5	—

The Droschken or one-horse cabs cost 24 kreuzer less.

*Livery-stables.*—*Delcroix*, Max-Josephstr. 1; *Engelhard*, Residenzstr. 9.

*Dienstmänner* or *Porters*.—Each message, 3 kreuzer.

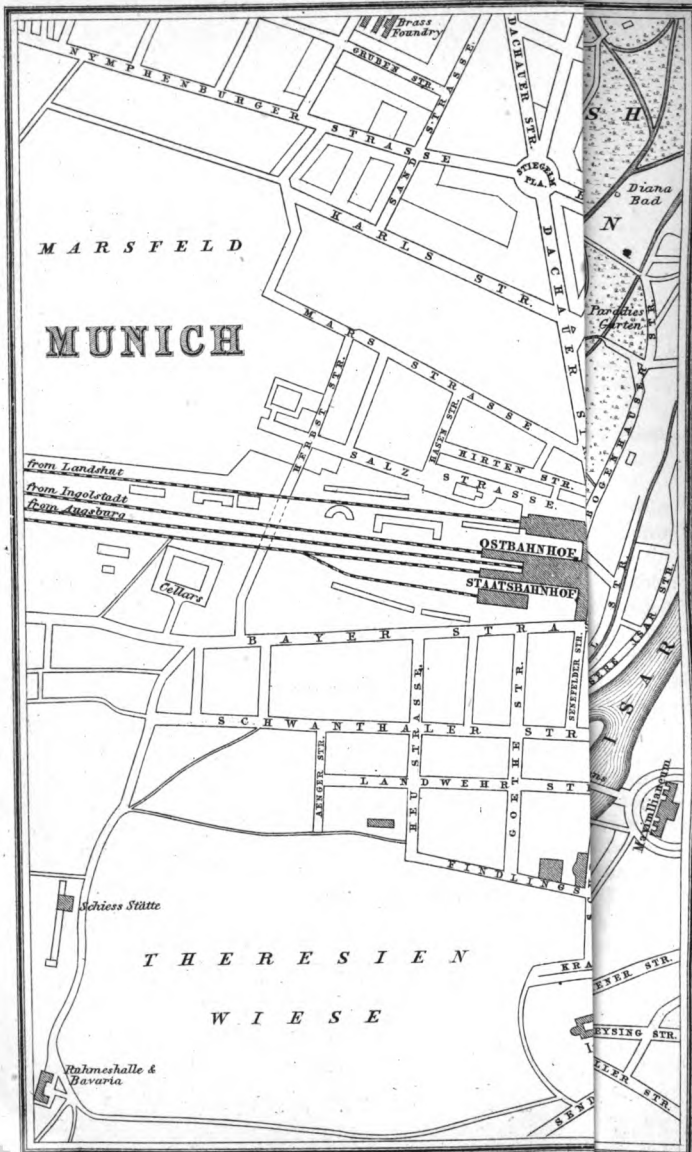
For London to Munich and Back, see the Continental Time-tables of the London, Chatham, and Dover Railway, Victoria Station, Pimlico. Price 1d.

*Railway Station.*—There are three ticket windows, with their respective platforms. To the right of the restaurant is the ticket office for Augsburg, Stuttgart, Würzburg, Frankfort, Paris, Switzerland, and all the places to the west of München. On the other side of the restaurant is the office for Wien or Vienna, Salzburg and Italy. In the wing of the building is the office of the Ostbahnhof for Regensburg, Leipzig, and all the towns to the east.

*Money.*—In Bavaria two kinds of gulden circulate—the Bavarian gulden, a silver coin of the size of a two-shilling piece, containing 60 kreuzer, and the Austrian gulden, worth 70 kreuzer, or 10 kreuzer more than the Bavarian and Dutch gulden. The Austrian gulden has a spread eagle on the reverse side of the effigy, while the Bavarian and Dutch gulden have simply the word gulden. The Prussian thaler is also current, and goes for one gulden and 43 kreuzer. The English sovereign is worth 11 gulden and from 45 to 50 kreuzer. The paper money of Austria and Bavaria is current only in their respective countries.

*Money-changers.*—Their offices are in all the principal streets. Among many others may be mentioned Jos. v. Hirsch, No. 16 Promenaden-Platz; Rob. v. Fröhlich, No. 5 Pranner Strasse, etc. etc.





## ROUTE 7B.—MUNICH.

*Protestant Churches.*—The German Protestant is at the southern end of the Carls Platz. Service on Sundays at 8 a.m., 10 a.m., and 3 p.m. Church of England service in a house on the eastern side of the Wittelsbacher Platz, opposite the equestrian statue of Maximilian I., by Thorwaldsen.

*Beer.*—The best beer in Munich is sold at the Hofbräuhaus, in the Plätzchen. In the month of May the Bockkellar is opened, containing an especially fine beer, which attracts crowds of drinkers. It is approached from the Maximilians Strasse by the street Kostthor, opposite the Hotel Quatre Saisons.

The word "Gefrorenes," in the pastry-shop windows, means ices.

The *General Post-office* occupies the entire south side of the Max-Josephs Platz. To post letters, take the first door to the left on entering from the Residenz Strasse. For poste restante letters, walk through to the other side of the court, and enter by the door in the left hand corner, then turn to the right.

*Military Music.*—Daily, at half-past 11 a.m., at the Feldherrnhalle; at noon, before the Hauptwache on the Marienplatz; Wednesday, from half-past 5 to 7 p.m. at the Hofgarten; Saturday, at the same time, near the Chinese tower in the Englische Garten.

*Church-Music.*—In the Frauenkirche, Sunday, 9 a.m. Basilica, 10 a.m. Michaeliskirche, 11 a.m. (military mass). Allerheiligenkirche 11 a.m. (vocal mass). Grand Miserere on Thursday and Friday before Easter at 7 p.m. in the Michaeliskirche.

*N.B.*—As the hours when the various places are opened to the public are frequently changed, the stranger must not neglect to consult the Münchener Tages Anzeiger, a small daily paper, costing three kreuzer, taken in at all the hotels. All the sights of the day are stated there, as well as the different theatres that are open at night.

Everything in the power of brick and mortar, and of sculpture and painting, has been done in Munich, to present before the eyes of the inhabitants the deeds of their forefathers. Yard after yard of frescoes on the walls of the best edifices relate in beautiful colouring the history of the land from its earliest times; while statues commemorating heroes, and triumphal arches their victories, adorn the great thoroughfares. Their public buildings and churches are modelled after the palaces and temples of Italy and Greece, to whose inhabitants the

## ROUTE 7B.—MUNICH.

Bavarian kings seem to have desired to liken themselves and their subjects. The climate of Munich is very variable, and travellers should always be prepared for the sudden changes. Those also not accustomed to beer should drink it with moderation, as otherwise it is apt to cause inconvenience. North from the railway station, in large open spaces, and almost in a row, are seven large handsome and important edifices—viz. The *Basilica*, entrance from the *Carls Strasse*; the *Kunstaustellungsgebäude* (art exhibition), entrance from the southern side of the *Königsplatz*, opposite the *Glyptothek*, with entrance also from the *Königsplatz*; and between them, on the western side of this *Platz*, the *Propyläen*, a beautiful arch by *Klenze*, in the *Doric* style, to the memory of the Bavarian dynasty in Greece, erected in 1862. North from the *Glyptothek* is the *Polytechnikum*, entrance from the *Arcis Strasse*. In front of the *Polytechnikum* is the *Alte Pinakothek*, entrance from the *Unter Barrer Strasse*; and to the north the *Neue Pinakothek*, entrance also from the *Unter Barrer Strasse*.

COMMENCING from the north centre of the *Glass Palace*, we have, in No. 6 *Arcis Strasse*, the studio of the sculptor *Hautmann*. Walking from this northwards, and taking the first street left, the *Carls Strasse*, we come to the *Basilica*, or *Bonifacius Kirche*, 262 feet long, 124 wide, and 80 high, and built between 1835 and 1850. The interior is entirely covered with beautiful frescoes, illustrating incidents in the life of *Bonifacius*. The columns, of which there are 64 in four rows, are of marble from *Tyrol*. The pulpit is movable. To the right, on entering, is the burial-place of *King Ludwig*.

Thence returning to the *Arcis Strasse*, we walk up to the large space of ground containing various edifices. To the left the first is the *Kunstaustellungsgebäude*, or art exhibition, built in 1845. The door to the left leads to the museum of Greek and Roman bronzes and terra-cottas, and Egyptian antiquities. The halls to the right are used for exhibitions of various kinds, but chiefly of paintings. To the left is the *Propyläen*, and a little beyond it, in No. 18 *Louisen Strasse*, the *Königliche Glasmalerei Anstalt*,—Royal Glass Painting Institution, open daily, excepting Sundays and feast-days; fee, 24 kreuzer. There is, however, very little to be seen here, and the few specimens of painted glass shown are not so artistic as those in the *National Museum*. The windows in the "Dom" of *Regensburg*, as well as

## ROUTE 7B.—MUNICH.

some of those in the "Dom" of Cologne, St. Paul's, London, and St. Mungo's, Glasgow, were executed here.

Opposite the Kunstaustellungsgebäude is the **Glyptothek**, built between 1816 and 1830, containing a collection of ancient and modern sculpture, arranged historically in 12 rooms. Open Monday and Friday from 8 till 12, and 2 till 4. On Wednesday from 8 till 1.

Commence with No. 1 on the left hand.

**No. 1. The Egyptian Hall**, with the oldest Egyptian and Roman sculptures.

**No. 2.** (Under the cupola.) Sculptures whose dates are not known.

**No. 3. The Ægina Hall**, containing groups from the pediment of the temple of Minerva, discovered in 1811; representing the struggle for the bodies of Patrocles and Laomedon. The statues were restored by Thorwaldsen.

**No. 4. Hall of Apollo**.—90 Apollo.

**No. 5. Hall of Bacchus**.—95 Sleeping Satyr; 96 Leukothea with the Young Bacchus, by Phidias; 99 Satyr; 100 Bacchus.

**No. 6. Hall of Niobe**, containing a continuation of sculptures from the best period of Greek art. 123 Mercury; 124 Roma; 128 Medusa; 129 Minerva; 130 Venus with the Dolphin; 131 Venus of Knidos; \*141 Dying Niobe; 142 Kneeling Niobe; 138 Clio—beautiful drapery.

**No. 7. Hall of the Gods**.—The walls of this and of the next hall and the vestibule are covered with fresco paintings by Cornelius (1820 to 1826), representing scenes connected with the history of Greece.

**No. 9. The Hero Hall**.—Transition from Greek to Roman Art. 149 Demosthenes; \*151 Jason; 153 Alexander the Great (considered by Winkelmann as the only genuine statue of this hero). 154 Hannibal, the right eye disfigured. 157 Pericles; 159 Themistocles; 166 Socrates.

**No. 10. The Roman Hall**.—175 Agrippina; 177 Tullius Cicero; 180 Lucius Verus; 181 Nero; 183 Augustus; 186 Vespasian; 193 Drusus; 195 Aelius; 196 Trajan; 198 Antoninus Pius; 212 Julia, daughter of Titus; \*216 Cicero; 234 Hercules; 251 Alcibiades.

**No. 11. Coloured Sculptures**.—295 Faun (bronze); 297 Socrates; 298 Ceres; 299 Satyr (bronze); 303 Athlete; 304 A young Girl (of 2

## ROUTE 7B.—MUNICH.

kinds of marble); \*314 Bronze statue of a woman spinning, by Stiglmeier.

**No. 12. The Modern Hall.**—On the ceiling : Medallion-likenesses of N. Pisano, Michel Angelo Buonarroti, Canova, and Thorwaldsen. 318 Canova, Paris ; 319 R. Schadow, Woman tying on her sandals. 320 Spalla, Napoleon I ; 321 Thorwaldsen, King Ludwig as crown-prince ; 322 Canova, Paris ; 326 Rauch, Admiral Tromp ; 339 G. Schadow, Iffland ; 330 Dannecker, Elector Friedrich von der Pfalz ; 333 R. Schadow, Beautiful woman of Albano (Vittoria Caldoni) ; 334 Busch, Catharine II. of Russia ; 335 Thorwaldsen, Adonis.

North from the Glyptothek is the Polytechnicum, a fine building 800 feet long, where a complete staff of professors instruct engineers and artisans in the theoretical part of their professions.

Beyond is the **Alte Pinakothek**, built in 1836, 520 feet long and 92 broad.

On the ground-floor, left hand, and through a long passage, is a very large collection of vases, mostly 2500 years old, with some ancient mosaics. Open on Tuesday, Thursday, and Sunday, from 8 to 1. Also on the ground-floor, entered by the door in front, is the *Kupferstich und Handzeichnungen* cabinet (collection of engravings and drawings). Of the former there are 300,000, and of the latter 9000, including drawings by Raphael, Michael Angelo, Holbein, Dürer, etc. Open on Tuesday and Friday, from 9 to 1.

Upstairs is the famous collection of **Paintings**, arranged according to their schools in nine saloons and 23 side cabinets, in which are hung the smaller pictures of the same schools. Open daily, excepting Saturday, from 9 to 2.

Of this collection of paintings it is impossible to speak in too high terms. The contents are magnificent, and the arrangement admirable. The names of the artists are affixed to their works, and as the subjects generally are well known, those only require a catalogue who desire to study them minutely.

Saloon 1. Is the earliest German school to the middle of 15th century.

2. The later German and Flemish school.

3. The Flemish school to the 17th century.

4. The Rubens Saloon, containing 95 large paintings, all by Rubens.



## ROUTE 7B.—MUNICH.

Saloon 5 Flemish and Dutch school, being a continuation of saloon 3.

6. Spanish and French schools.

7. Italian school of the 16th, 17th, and 18th centuries.

8. Continuation of saloon 7.

9. Italian school, chiefly gems.

The small cabinets contiguous to each saloon contain pictures of the same school, only of a smaller size. They are on the north side. On the southern side an arcade extends the whole length of the building, richly adorned with frescoes.

Beyond the Alte Pinakothek, and with entrance from the same street, is the Neue Pinakothek, built in 1852, 368 feet long, 161 broad, and 90 feet high.

On the ground-floor is the collection of paintings on china; copies of the best works in the old Pinakothek painted on vases, plates, dishes, etc. Open on Sunday, Tuesday, Thursday, and Saturday, from 9 till 2.

In the upper floor are above 300 modern paintings, in six large and five smaller saloons and fourteen cabinets. Catalogues are sold at the entrance. Open Sunday, Tuesday, Thursday, and Saturday.

*First Saloon.*—Ludwig I., by Kaulbach. *Second Saloon.*—12 Deluge, by Schorn; 5 Neapolitan Family, by Riedel; 9 Seni before the Corpse of Wallenstein, by Piloty. *Third Saloon.*—19 Dead Game, Adam; 23 Destruction of Jerusalem, Kaulbach. *Fourth Saloon.*—32 The Lord's Supper, Hess; 35 King Otto's Entrance into Nauplia, February 6, 1833, Hess. *Fifth Saloon.*—60 Holy Family, Overbeck; 61 Mary on the Throne, Hess; 48 Holy Family; and 63 Walchensee, Dorner. *Sixth Saloon*, containing twenty-three beautiful views in Greece, painted on stone by Rottmann. The name of the place is on each of the pictures. From the Neue Pinakothek pass eastwards, by the Sonetting Strasse, to the Grand Ludwigs Strasse, which we enter at the Ludwigs Kirche, built in 1843 in the Byzantine style, and 230 feet long, 150 wide, and 110 high. The five statues at the entrance, representing Christ and the four Evangelists, are by Schwanthaler. The great fresco (63 feet by 39) behind the high altar, representing the Day of Judgment, is by Cornelius, who finished it in four years. The windows are glazed with beautifully cut glass.

## ROUTE 7B.—MUNICH.

In the garden behind the church is a Calvary, with the groups represented in fresco paintings.

In the same street, a short way north from the Ludwigs Kirche, is the University ; and beyond, the Siegesthor, a triumphal arch, 81 feet broad, by 70 high and 41 deep. The Bavarian army, headed by the Prince Imperial, made their triumphal entry through this arch on the 16th of July 1871. South from the church, at No. 23 Ludwigs Strasse, is the Königliche Hof und Staatsbibliothek, or Royal and Public Library, a fine edifice, 520 feet long and 200 broad, built in 1832 in the Florentine style. In the interior a spacious staircase leads up to the vestibule, adorned with the statues of Albrecht I. and Ludwig I., both by Schwanthaler. The library contains 800,000 volumes, 1600 early printed books without date, and 22,000 MSS. Among them are a copy of Demosthenes, written on cotton paper, and the oldest copies of the Niebelungen Lied. Open for students between 8 and 1 ; and for visitors between 9 and 12 ; fee for being conducted through, 24 kreuzer.

At the south extremity of the Ludwigs Strasse are the entrances into the Englische Garten, and the entrance into the Königliche Hofgarten, fronting the Odeon Platz. Behind or west from the Odeon Platz is the Wittelsbacherplatz, with, in the centre, an equestrian statue of Maximilian I., by Thorwaldsen ; and opposite it, on the east side, the house containing the Anglican chapel.

The Hofgarten, adjoining the Königliche Residenz, has 2300 feet of arcades, covered with fresco paintings. On the west arcades, or the arcades fronting the Odeon Platz, are twenty-eight landscapes of places in Tyrol, Italy, and Sicily, by Rottmann, executed between 1830 and 1834. At No. 4 of the northern row of arcades is the **Ethnographisches Museum**, open on Tuesday, Thursday, and Saturday. It is admirably arranged. Each department is also accompanied with a chart of the country.

Opposite the western arcade is the Theatiner Kirche, built in 1675, in the Italian style, and profusely ornamented. The columns of the choir and apse are wreathed and spiral. Over the second altar to the left is a Descent from the Cross, by Tintoretto. Under it is the skeleton of St. Candidus.

From this, the Residenz Strasse, between the bank and the palace, leads into the very handsome square called the Max Josephsplatz. Here the large building between the palace and the post-office is the **Royal**

## ROUTE 7B.—MUNICH.

**Opera House** ; and adjoining it, in the corner under the arcade, is the Royal or Residenz Theatre. Beyond the theatre is the court called the Brunnenhof, on account of the fountain in the centre. To the right, in this court, is the entrance to the Allerheiligen Hofkirche. At the other end of the court, at the right-hand corner, is a door with a fresco painting over it. Through this door is the way up to the Hercules Saal. Before, however, ascending the stair, pass into the large porch adjoining. In the corner to the right lies a stone, weighing 364 lbs., which the Duke Christoph of Bavaria could throw a considerable distance ; while the nails in the wall indicate the various heights he had leapt (read the tablet on the wall). The door to the left opens into the Grottenhof, with a curious grotto near the entrance into the Schatzkammer or Treasury, for which admission is procured with difficulty. In it are preserved the crowns of the realm and some valuable jewels, among which is a blue diamond weighing 36 carats.

Punctually at 11 A.M. a door in the Hercules Saal is opened, and a man conducts the crowd through part of the **Alte Residenz** (Old Palace), built in 1600 ; and the **Festsaalbau**, built in 1842. The **Königsbau** or **Neue Residenz** (New Palace), finished in 1845, is not shown.

The visit to the Royal Palace takes a full hour, and on leaving each person is expected to give from 6 to 12 kreuzer to the guide. None of the six rooms shown in the Alte Residenz are of much interest. The two last are the most curious—das Spiegelcabinet or looking-glass cabinet ; and das Miniaturcabinet, entirely covered with small paintings, among which is one to the left, No. 206, by Dürer. From this we are made retrace our steps, and are then brought to the top of the staircase of the Festsaalbau, of which the third room is the ball-room, 130 feet by 46. The reliefs on the walls are by Schwanthaler. Then follow two small rooms called die Schönheitenzimmer (rooms of the beauties), with portraits of the greatest Munich beauties. Then comes the Hall of Battles, with fourteen large battle-scenes in fresco, during the campaign of 1805-1815. We are then led back again to the other end of the ball-room, and enter Charlemagne's room, with six large fresco paintings representing scenes from his life ; then the Barbarossa room ; the Habsburg room ; and lastly, the Throne room, 112 feet by 77, with 12 colossal gilded bronze statues after models by Schwanthaler, each weighing 3 cwt., and gilt with £250 worth of gold.

## ROUTE 7B.—MUNICH.

To visit the winter garden, procure a ticket from the office of the *Königlicher Obersthofmarschall-Stab*, reached by the first stair to the left in the first portal to the right after having entered the *Hof Garten*. To get to the "Wintergarten" enter by that doorway with a covering over it, in the *Brunnen Hof*, next to the entrance into the *Allerheiligen Hofkirche*, and ascend to the first storey to the first door left hand. It is opened at 12. This winter garden is a tolerably sized green-house, and is not worth the trouble of visiting. The new winter garden, situated over the office of the "*Obersthofmarschall-Stab*," is said to be better, but into it the public are not admitted.

The *Allerheilige Hofkirche* was built by Ludwig I., between 1826 and 1837, and is 165 feet long, 100 broad, and 80 high. The lower stage, including the piers, columns, and walls, is entirely of beautiful marble; while the upper, including the roofs of the cupolas, is covered with masterly frescoes on a gold ground. The principal entrance is not from the *Brunnenhof*, but from the *Marstall Platz*, opposite the *Hof-stall* (royal stables), near the northern end of the *Hof Garten*.

The Opera is a very comfortable house. Ladies go in walking dress to the stalls (*Parketsitz*). The music is always fine.

The Hoftheater adjoining is not quite so comfortable. In the south side of the town, in the *Gärtners Platz*, is the *Volks* or *People's* theatre.

The finest street is the *Maximilians Strasse*, extending from the *Max Josephs Platz* to the *Maximilians Brücke* over the *Isar*. It has the finest shops, cafés, and restaurants; and at its eastern termination are the *National Museum* and the *Regierungsgebäude* (Government-house).

On the other side of the bridge is another handsome building on an eminence, the *Maximilaneum*, where a high-class education is given free to students who intend to enter the service of the State.

The *Bavarian National Museum* is one of the most remarkable in Germany. Open on Sunday and Thursday, from 9 till 2. On other days, 30 kreuzer each.

It is a magnificent industrial museum of everything Bavaria has produced since the earliest times, arranged in beautiful halls, on whose walls the history of Bavaria is told by a long series of frescoes; and each fresco has its explanation below in German. Among the most interesting rooms are—fourth door left hand, ground-floor—Instruments

## ROUTE 7B.—MUNICH.

of torture, many resembling those shown in the Rathhaus of Regensburg. First door right hand ground-floor—altars, windows, stalls, carved reliefs, etc., from the oldest churches in Germany. Among them are the ancient windows from Regensburg. Upstairs, first storey left hand—the Porcelain halls. In the top storey is a beautiful collection of antiques and articles of vertu.

From the railway, eastwards by the Carls Platz and Thor, we enter the Neuhauser Strasse, which, under various names, extends to the Ludwigs Brücke over the Isar. The first large building to the left, No. 51, is the Akademiegebäude; entrance under the clock. It contains several collections illustrative of natural history. Beyond is the St. Michaelskirche, built in 1583, 284 feet long. In the left transept is the beautiful **Monument**, in Carrara marble, to Eugene Beauharnais, stepson of Napoleon I., by Thorwaldsen. Up a narrow street to the left is the **Frauenkirche** or Marienkirche, a plain massive brick edifice, 336 feet long and 128 broad, with two domed towers 336 feet high. It was built between 1468 and 1488 by the Herzog Sigismund. The roof, 115 feet high, rests on twenty-two unadorned octagonal piers. The windows, 70 feet high, have mostly richly coloured glass of the 15th and 16th centuries. In the centre of the church is the **Mausoleum of Ludwig IV.**, Emperor of Germany, erected in 1622, according to a plan by P. Candid. It is 17 feet long, 11 broad, and 13 high. The sarcophagus is of dark red marble. By the side stand the bronze colossal figures of Albrecht V. and Wilhelm V.; while at the corners are four standard-bearers, fully harnessed, resting on one knee.

The large crucifix suspended from the roof is by Halbig.

The tickets for permission to ascend the tower are sold at the door-keeper's of the Domschule, No. 19 Löwenstrasse, opposite the north tower; 12 kreuzer each.

The Neuhauser Strasse, or rather its continuation the Kaufinger Strasse, leads into the Marien Platz, containing the new Rathhaus, built in the Gothic style. In 1632, Gustavus Adolphus inhabited the house No. 5 of this Platz. Opposite the Rathhaus is rather a curious fountain. From the arcaded side of the square a street leads to the **Peterskirche**, the oldest church in Munich, and founded in 1294. For permission to ascend the tower, apply at No. 1 Thal, the continuation of the Kaufinger Strasse, beyond the gate. By continuing this road to the river, and then walking up the opposite side, we reach the suburb

## ROUTE 7B.—NYMPHENBURG.

of Au, with the *Mariahilf-kirche*, built in 1839 in the Gothic style. It is constructed of brick, excepting the portals and spire, and the windows and pinnacles of the façade. The glass of these windows is a specimen of the best workmanship of the Royal Institution for Glass Painting in Munich.

Between the *Carls Platz* and the *Maximilians Platz*, a broad street, the *Pfandhaus Strasse*, on the eastern side, leads into the *Promenaden Platz*, adorned with five bronze statues.

The southern continuation of the *Carls Platz* leads past the Protestant Church to the *Sendlinger Thor Platz*, whence the broad street leading westward goes directly to the *Ruhmeshalle*, about half-a-mile from the town. In No. 90 of the street to the right (the *Schwanthaler Strasse*) is the *Schwanthaler Museum*, containing a collection of the models of statues and reliefs executed by the German sculptor Professor *Ludwig Schwanthaler*, who died in 1848.

The *Ruhmeshalle*, on a gentle eminence called the *Theresienhöhe*, is a tetrastyle or winged colonnade, 250 feet long, and each wing 105 feet, composed of 48 Doric columns, 24 feet high. Along the walls are a number of busts of Bavarian celebrities. In front stands the gigantic bronze image of Bavaria, 65 feet high.

A flight of 48 granite steps, 23 feet wide, leads up to the pedestal. Through the interior of this granite pedestal 66 stone steps lead up to the knee of the statue, whence other 58 iron steps ascend through the body into the head, where there are two comfortable-looking sofas, but the cushions are of bronze. The mouth is 15 inches, the eyes 11, and the nose 1 foot 11 inches. The weight of metal used in its construction was 1560 cwt. Fee to ascend into the head, 12 kreuzer. Admission from 10 till 12, and 2 till 7.

The street on the south side of the *Sendlinger Thor Platz* leads into the Cemetery or *Gottesacker*, containing some very fine monuments, and a house for the dead, where they are exposed to view for some time previous to being interred. Near the new *Pinakothek* another cemetery was laid out in 1869.

**Excursions.**—*Nymphenburg*, the Versailles of Munich, is about half-an-hour's drive from Munich.

The best omnibuses start from the *Hotel Oberpollinger*, No. 41 *Neuhauser Strasse*; fare 9 kreuzer (for time-table see last page of the *Tages Anzeiger*).

## ROUTE 7B.—WURM SEE.

The palace at Nymphenburg (if it merits that name) consists of several ordinary buildings of various heights, which, with the stables, occupy one half of a circle; the other half being occupied by private houses, among which are the Königlich-Bayerische Porzellan Manufaktur, and the Café zum Controlor, where the omnibus stops.

The gardens behind the palace are extensive, and afford pleasant shady walks.

The warehouse in which the goods of the porcelain manufactory are sold is in the Diener Strasse, next the Hotel Deutsches Haus, in Munich.

The most frequented place in the neighbourhood of Munich is the **Wurm or Starnberger See**; distance one hour by rail, by the Staats-Eisenbahn.

The village of Starnberg is at the north end of the lake. The railway and steamboat stations, as well as the Hotel Bayerische Hof, are all close to each other. The lake is well seen from the railway station. The view would be tame were it not for the mountains in the distance. At Tutzing or Diemendorf the line divides into two branches—the westward branch leading to Weilheim and Peissenberg; and the southward to Penzberg.

Weilheim,  $2\frac{1}{2}$  hours from Munich, is a clean little town, with two comfortable hotels—the Bräuwestl, just beyond the old gate; and the Post farther up.

From Weilheim railway station a post-omnibus or diligence leaves every morning and evening for Partenkirchen (time 7 hours), by Murnau,  $2\frac{1}{2}$  hours from Weilheim—fare, 51 kreuzer; and the village of Ober Au,  $2\frac{1}{2}$  hours beyond Murnau. Fare to Partenkirchen, 2 gulden.

Partenkirchen, 2300 feet above the sea level. *Hotels*.—Post; Stern; Bär; greatly frequented on account of the Kainzenbad, supplied by sulphurous and alkaline springs containing iodine, highly recommended as a cure for hæmorrhage, scrofula, hardening of the liver, etc. Opposite is Garmisch.

Many go by the Partenkirchen road to Ober Ammergau; in which case, take at the ticket office of the Weilheim station a seat in the Partenkirchen post-omnibus the length of Ober Au. At Ober Au alight, and await the Cariolpost to Ober Ammergau, distant one hour and a half from Ober Au.

**Peissenberg** station.—Close to it there is an inn with some clean beds; the village is about an hour's walk from the station.

FRANKFORT  
MILES FROM

## ROUTE 7B.—AMMERGAU.

VERONA  
MILES TO

A post-omnibus leaves the station for Peiting and Schongau ; another for Peiting, Steingaben, and Füssen ; another, also, for Ober Ammergau ; but when there are only two passengers the post-omnibus goes only the length of Rottenbuch, whence the remainder of the journey is performed in a Cariolpost. This is the direct way to Ober Ammergau, and takes only six hours from the railway station ; fare 1 gulden 33 kreuzer.

Ober Ammergau, 2800 feet above the sea level (pop. 1300).

*Inns.*—Alten Post ; Weisses Ross.

Ober Ammergau is a poor village, consisting of houses chiefly built of wood, with a partial covering of brick, plastered over and white-washed ; and in some cases ornamented with mural paintings. The interior of the parish church is gaudily painted and decorated, yet much better than one would expect to find in such a village. Excepting during the year of the Passion play, Ammergau is not worth visiting, and besides the roads to it are bad.

The Passion play is performed entirely by the villagers themselves, under a large deal shed.

Munich is 96 miles west from Salzburg by rail, and 291 miles west from Vienna by Salzburg ; but only 270 miles by Haidhausen and Mühldorf. For Salzburg, see page 299 ; and for Vienna, page 299.

**324** ROSENHEIM. Bavarian custom-house station. *Inns* : König ; **243** Otto ; Greiderer ; Alte Post.

Two railways extend between München and Rosenheim, of which the shorter passes by Zorneding, and the other by Holzkirchen. From Holzkirchen a short branch line extends to the village of Schliersee (*Inns* : Fischerliesel ; Post), on a beautiful lake 2 miles long. From it, a walk of 3 hours westward, by the easy pass of the Kreuzalp, leads to the Tegernsee, 2410 feet above the sea level,  $4\frac{1}{2}$  miles long, and enclosed between wooded hills rising 2000 feet above its surface. There is also a carriage road between the two lakes by Agatharied and Gmünd. The village of Tegernsee (*Inns* : Post ; Guggemos) consists of a very long street, having at one end the Schloss, formerly a Benedictine monastery, founded in 719, and bought by Max. I. in 1817.



FRANKFORT  
MILES FROM

## ROUTE 7B.—INNSBRUCK.

VERONA  
MILES TO

**346** KUFSTEIN (pop. 2000). *Inns*: Post; Kirsch; Traube. **220**  
Austrian custom-house station.

A frontier fortress town of Tyrol on the right bank of the Inn, but the railway station is on the left bank,

**393** INNSBRUCK (pop. 18,000), principally on the right bank of **173**  
the Inn. From Innsbruck to Verona, consult the Map of the Brenner Pass.

*Hotels*.—Oesterreichischer Hof, and opposite, the Sonne, both in the Neustadt, with first-class prices. Hotel de l'Europe, close to the station. Goldener Adler in the Stadtplatz, simpler; here Goethe lodged, and Andreas Hofer lived. Goldener Stern on the left bank of the Inn.

Innsbruck, pronounced Spruck by the inhabitants, derives its name from its ancient bridge over the Inn, 1882 feet above the sea level. It is surrounded by bold and majestic peaks, of which the most prominent is the Solstein, 8649 feet.

Although essentially a German city, it has borrowed something in the style of its construction from Italy: the houses are frequently ornamented with frescoes, and many have arcades occupied with shops. Among the public buildings the most interesting is the **Franziskaner** or Hofkirche, built in the 16th century, containing some magnificent mausoleums. Of these the finest is the massive marble **Sarcophagus**, 6 feet high, 7 broad, and 13 long, in the centre of the church, supporting the kneeling figure of Kaiser Maximilian I., in bronze, by Luigi del Duca in 1582. It is ornamented with 24 bas-reliefs in Carrara marble, principally by the sculptor Colin of Mecheln, representing the principal incidents in the life of the emperor, and surrounded by 28 colossal statues of the most distinguished men of Austria. The reliefs, pronounced by Thorwaldsen "unrivalled masterpieces," are curtained, not for protection, but to tax the curious with 35 kreuzer.

At the entrance into the church a marble stair leads up to the Silberne Kapelle, so called from a silver image of the Madonna on the altar. Here are the mausoleums of Ferdinand I. and of Philippine Welsch, his first wife, and between the two, 23 bronze statuettes of saints, originally intended for the mausoleum of Maximilian. To the left of the entrance, in the aisle, is the tomb of Andreas Hofer. His bones were brought hither from Mantua in 1823.

FRANKFORT  
MILES FROM

## ROUTE 7B.—BRENNER PASS.

VERONA  
MILES TO

The Ferdinandum or National Museum is open from 9 to 12 and from 3 to 5. It contains pictures, specimens of wood-carving, relics of Hofer, etc. etc. From Innsbruck commences the Brenner railway, extending  $79\frac{1}{2}$  miles southwards to Botzen. The greatest gradient is 1 in 40 on the German side, and 1 in 44 on the Italian side. It goes over the Brenner Pass 4588 feet above the Adriatic, and  $23\frac{1}{2}$  miles from Innsbruck passes through 17 tunnels, whose collective length is 3 miles, and crosses 11 bridges. The cost of its construction was nearly £2,250,000. The principal features of this line are best seen from the left side of the carriage on going southwards.

Three trains run daily from Innsbruck to Verona—time by express  $9\frac{1}{4}$  hours; other trains about 12 hours.

416½ BRENNER Station, 4588 feet above the Adriatic, close to 149½ the Brenner See, 4303 feet above the Adriatic. About a mile distant is Brennerbad, where there is a small bathing establishment with a warm mineral spring.

419 BRIXEN or BRESSANONE (pop. 4000, and 1934 feet above 117 the Adriatic).

*Inns.*—Elephant; Sonne; Kreuz.

Brixen, on the Eisack, has been for nine centuries the seat of an archbishop. The “Dom” contains a few good pictures, some frescoes of the 14th century, and a Calvary. A few miles below Brixen the valley of Eisack is narrowed to a defile, which extends in a southerly direction nearly to Botzen.

472 BOTZEN or BOLZANO (pop. 11,000, and 859 feet above the 94 Adriatic).

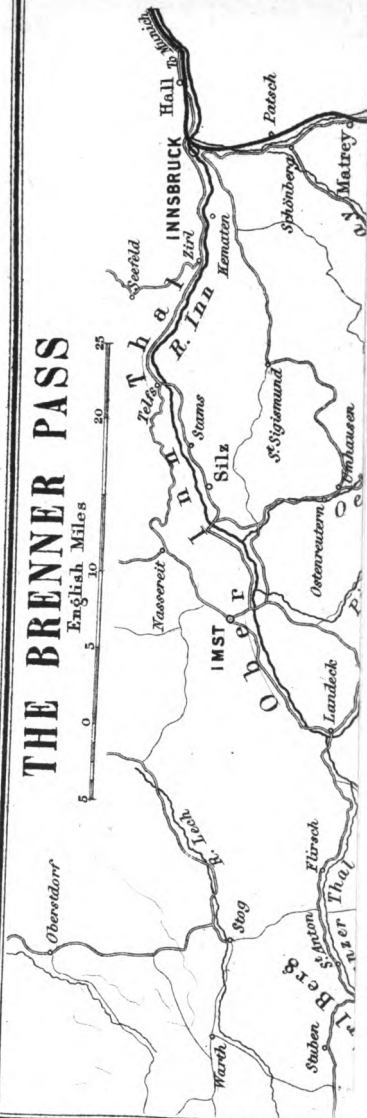
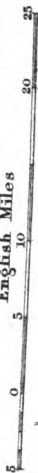
*Inns.*—Kaiserkrone; Mondschein or Luna; and the Post.

Those who come this way merely to visit the Brenner Pass need go no farther. In returning to Innsbruck keep the right side of the carriage for the view.

Botzen is a busy German town, with an Italian appearance. It is most charmingly situated on the confluence of the Talfer with the Eisack, and at the junction of the roads from Italy, Germany, and Switzerland. The winter in Botzen is mild, but the summer extremely hot, the thermometer in the shade ranging from 90° to 95° Fahrenheit. The neighbourhood of Botzen is of great interest to the botanist.

# THE BRENNER PASS

English Miles



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FRANKFORT  
MILES FROM

## ROUTE 7B.—TRENT.

VERONA  
MILES TO

Delightful excursions are made from Botzen into the beautiful scenery of the dolomite Alps.

<sup>508</sup> TRENT, German TRIENT (pop. 16,000, and 626 feet above <sup>58</sup> the sea level).

*Hotels.*—Europa ; Corona ; Chiave d'Oro ; Rebecchino.

Trent, on the Adige, with its embattled walls, large ruined castle, and numerous towers and spires, has from the distance a picturesque appearance. Of the 15 churches the most remarkable is the **Duomo**, or cathedral, a very fine edifice, commenced in the 11th century, and built in the Byzantine style.

“To an eye as yet unaccustomed to Italian forms the first sight of the cathedral of Trent is very striking. The traveller will most likely first approach it from the north, where the nave and north transept occupy the southern side of the great square of the city. Everything at once tells him that he is in Italy. The central cupola, the open galleries running along nave and transept, are features which have their representatives in Germany ; but here they seem clothed with a new character and a new meaning, and the few and small windows, and, above all, the porch with its columns resting on the backs of lions, are distinctly and characteristically Italian. He may perhaps remark the windows of the aisle, where the double splay characteristic of German Romanesque is relieved by a profusion of external shafts and arches, in marked contrast to the usage of England and Normandy. In the wheel window of the transept he will also mark a form of a familiar feature which will show that he has wandered far away from either Lincoln or Amiens. From this point of view the east end is lost—embedded in a mass of buildings, of which the most prominent feature is a tower, as tall and almost as slender as an Irish round tower, but with two rows of the characteristic coupled windows with mid-wall shafts. Here, too, he will mark for the first time the peculiar battlement which, from its frequent use at Verona, has got the name of the *Scala* ; while on another machicolated tower, which forms part of the group, he will see a developed shape of the stepped battlement of Ireland. He will not be inclined to tarry long over the west front, with its incongruous tower ; but, unless he at once enters the building, he will most likely make his way to the north-east—by far the finest point for a view of Trent

FRANKFORT  
MILES FROM

## ROUTE 7B.—TRENT.

VERONA  
MILES TO

Cathedral and its adjoining buildings. The group is a noble one. The central octagon, with its domical covering, rises above the choir and south transept, the latter finished with an attached apse, and with an eastern porch with the pillar-bearing lions, and one of the pillars itself twisted like the mystic pair at Würzburg. The tall aisleless choir, with its gallery, its tall shafted windows, its stately apse unencumbered by surrounding chapels, may perhaps again suggest the memory of Würzburg in the shape of its New Minster. But in St. Kilians the strongly-marked cornices and the shafts not bearing arches show a distinctly classical tinge, while at Trent all is late and richly developed, but still perfectly pure Romanesque. And this rich Romanesque of the church itself contrasts in a marked way with the adjoining buildings, once the episcopal palace, where we see windows of the ruder German type and an apse of clearly earlier date than that of the cathedral. The machicolated tower also comes in well from the same point. In fact, few more striking groups can be found anywhere.

“Two other churches, of no other importance in themselves, claim attention on account of their towers. Sta. Maria Maggiore, as being in some sort the scene of the Council (1545-63). But the church has been rebuilt since those days, and there is certainly nothing about it to attract on its own account. But attached to it is a campanile of pure and noble Italian work, with two ranges of windows with coupled shafts. St. Anne's has a gabled tower crowned by a spire, which has therefore more of a German look, and it is worth notice that it is a stage with mid-wall shafts over a stage with pointed windows. The steeple of St Mary's shows plainly that we are truly in Italy; but that of St. Anne's steps in to show that, though we are in Italy, the land is still only an Italian march distant.—*Saturday Review*, November 1871.

The most interesting mountain excursions are to Monte Bondone, 7412 feet, or to the Orto d'Abram, 7193 feet. The neighbourhood of Trent affords a rich field for the botanist.

<sup>522</sup> ROVEREDO (pop. 12,000). Inns: Corona; Cavaletto; <sup>44</sup> Cavallobianco.

This town, engaged in the silk-manufacture, is situated in the Lägerthal or Val Lagarina, on the stream Lenno. The most conspicuous building is the old castle, on the summit of a rock towering above the public square. Omnibus to Riva, on the north shore of Lake Garda,

FRANKFORT  
MILES FROM

## ROUTE 7B.—VERONA.

VERONA  
MILES TO

passing by the towns of Mori and Loppio; time, 2 hours. Riva (pop. 3000). *Inns*: Solo; Stella.

<sup>534</sup> ALA. *Inns*: Vapore; Cervo. A small town, situate at the <sup>32</sup> opening of the Val di Ronchi.

<sup>540½</sup> PERI. Italian custom-house station. This is the station <sup>25½</sup> to alight at to visit the group of mountains called the Monte Baldo, of great interest both to the botanist and geologist. A road from Peri, passing through Brentino, a village on the right bank of the Adige, leads up to the sanctuary of the Madonna della Corona, situated on the plateau of Monte Baldo, 2547 feet above the Adriatic.

From the next station, **Domegiara**, the line passes through a lovely valley towards **Pescantina** and **Parano**; and then, after crossing the bridge over the Etsch, describes a great bend towards

<sup>566</sup> VERONA (pop. 62,000).

Verona is 56½ miles west by rail from Padua, and 23 more from Venice. From Padua a line, leading 77 miles southward, reaches Bologna, on the direct line between Paris and Brindisi by Mont Cenis. 22½ miles south from Verona by rail is Mantua; 92 miles west by rail from Verona is Lecco, on Lake Como. JUNCTION WITH ROUTE 24A. TURIN TO VENICE.

*Hotels*.—Due Torre; Torre di Londra; Colomba d'Oro; Gran Czara di Moscovia.

There are two railway stations; the principal one is outside the Porta Nuova, the other outside the Porta Vesouvo. Omnibuses await passengers at both.

*Cabs*.—For 1 or 2 persons, the ½ hour, 1 fr.; for 1 hour, 1½ fr.; for more than 2 persons ½ fr. extra.

The distances of the various places from each other being considerable, a cab ought to be hired, and the driver told to take them in the following order:—

Arena, Castel Vecchio, S. Zenone, Porta Stuppa, Cathedral, S. Anastasia, and the Piazza dei Signori.

Juliet's tomb is at the south-west end of the town.

For description of Verona, see under Verona, in Route 25A, Turin to Venice, in Section IV, "The South of France and the North of Italy."

## ROUTE 7c.

### FRANKFORT TO VERONA by the BRENNER PASS.

Distance 618 miles.

See Map of South-West of Germany, page 261.

This route differs from route 7b in the direction taken between Frankfort and Munich, which is by Aschaffenburg, Würzburg, Nürnberg, Regensburg, and Geiselhöring. Those who start from Mayence join this route at Aschaffenburg, 47 miles east, passing by Darmstadt. Route 7c is 52 miles longer than route 7b; but if München be approached directly from Würzburg it is 29 miles shorter. This is also the way to Vienna; see under "London to Vienna, *via* Passau," in the Continental Time-tables of the London, Chatham, and Dover Railway. At Geiselhöring junction the passengers for Vienna separate from these for Munich.

FRANKFORT  
MILES FROM

VERONA  
MILES TO

FRANKFORT. See page 245.

618

<sup>10½</sup> HANAU (pop. 21,000); junction with line to Berlin.

607½

*Hotels*: Carlsberg; Adler.

<sup>25½</sup> ASCHAFFENBURG. *Hotels*: Freihof; Adler. Their omnibuses await the arrival of passengers.

592½

Junction here with line from Mayence, 47 miles west. On an eminence on the right bank of the Main is the "Pompejanische Haus," a copy of the Casa di Castore è Poluce in Pompeii. Fee to enter, 24 kreuzer.

<sup>58</sup> GEMUNDEN. From this picturesque little town a coach runs to the baths of Brückenau, and another to Kissingen. For Kissingen see page 290.

560

<sup>82</sup> WÜRZBURG (pop. 43,000). On the Main. Junction with direct line to Munich, 166 miles south, passing by Gunzenhausen. By this line 81 miles are saved. For London to Würzburg, see under London to Vienna by Passau, in the Continental Time-tables of the London, Chatham, and Dover Railway.

538

Sovereigns are worth 11 gulden 48 kreuzer. The thaler, 1 gulden 45 kreuzer.

*Hotels*.—Kronprinz, opposite the Palace, and at the end of the Theater Strasse. Near the theatre and fronting the Post-office is the Hotel Rügmer. At the commencement of the Theater Strasse, and



## ROUTE 7c.—WÜRZBURG.

fronting the Julius Promenade, is the Hotel de Russie. In the Markt Gasse, the Adler. In the Markt Platz, the Wittelsbacher Hof ; Würtemberg ; and Lamm.

The *Post-office* is near the centre of the Theater Strasse.

*Exchange-offices*.—At No. 4 Theater Strasse, opposite the Hotel de Russie ; also at the top of the Dom Strasse, near the Dom.

Cabs or droschken carry with them their tariffs.

The Theater Strasse connects the Julius Promenade with the Hof Platz or Palace Square. The continuation of the street from the bridge across the Main is the Dom Strasse, and at the head of this street is the church called the Dom. The street behind the Dom leads to the Dom Platz.

Churches open till mid-day.

The principal feature of the little busy town of Würzburg is the style of the dwelling-houses, which show many curious little bits of architecture.

The most remarkable institution in Würzburg is the Julius Hospital, a large building fronting the Julius Promenade, founded in 1579 by Bishop Julius Echter, and rebuilt in 1791. Upon an average it has not more than 400 patients, but it has accommodation for 600, for which its annual revenue, £466,000, derived from large estates, supplies ample means. Behind the hospital is a dissecting hall.

The next building in importance is the Palace, a large handsome stone building, begun in 1720 and finished in 1744. It contains a church, 5 spacious saloons, 312 rooms, and 25 kitchens. Behind the palace are the gardens, with nice warm sheltered spots, favourite resorts in cold weather of the nursery-maids with their children. On the esplanade are cool airy walks. On the other side of the Main, on an eminence rising from the vicinity of the bridge, is the fortress of Marienberg, and at a greater distance to the left, and also on an eminence, the St. Nicolaus Kirche, with a Calvary, visited by numerous pilgrims. To reach it, after having passed through the town gate, take the second road to the left and ascend. On the way up five terraces are passed, and in each terrace there are three chapels, each containing a group of stone statues, life size, representing the passion of our Lord. On the sixth terrace is the church, the interior of which is resplendent with glaring fresco paintings. The road up is among vineyards, and shaded by elm and plane trees.

FRANKFORT  
MILES FROM

## ROUTE 7c.—KISSINGEN.

VERONA  
MILES TO

Of the churches in the town the most attractive is the **Dom**, founded in 862, but nearly rebuilt in the 17th century, in the Roman style. The interior is loaded with ornament. Great rectangular piers support the roof. On the wide side of these piers towards the main entrance are altars and altar-pieces, while on the narrow side are marble monuments to deceased bishops, some being of a very early date. The monuments in the wall are of brass. Those ecclesiastical dignities with a sword in the right hand were princes as well as bishops.

To the left of the main entrance is a small and beautiful brass font, made in 1279 ; and to the right, in a vault, a group of statues, representing the death of the Virgin Mary. On either side stand the columns Jachin and Boaz, probably from the original building. The panels of the pulpit are cleverly sculptured.

Adjoining is the Neumünster Kirche, in the same style, but inferior and plainer, as is also the Hauger Stiftskirche, near the railway station. The **Marien-kapelle**, in the Markt Platz, built between 1377 and 1478, has lofty narrow windows with foil tracery, separated by pinnacled buttresses, adorned with canopied statues. The interior rests on slender octagonal and fluted pillars, bearing statutes on consoles. On the south side is a beautiful little belfry, which has served as a model for the more modern spire.

**87½** ROTTENDORF. Junction with line to Schweinfurt, 27 miles **530½** north, whence KISSINGEN is other 16½ miles north by rail.

Kissingen (pop. 3000). *Hotels*.—The Kurhaus ; in the Kurhaus-strasse, the Russische Hof ; in the Maxstrasse, the Hotel Schlatter ; in the Salinen Strasse, the Hotel de Sax, etc. etc. One-horse cabs, 1 gulden the hour ; two-horse cabs, 1 gulden 15 kreuzer. The town, pleasantly situated on the Saale, is famous for its saline springs, recommended for gout and stomach complaints, and for clearing the intestines of viscid mucus. The Kurhaus has an arcade 665 feet long, and a pleasant garden, in which are the two principal springs, the Rakotzky spring, of which 300,000 stone bottles are exported annually, and the Pandur Spring. "The Rakotzky is one of the milder salt springs, with a plentiful supply of carbonic acid, and a quite appreciable quantity of iron. The Pandur agrees closely with it. The *Maxbrunnen* is a delicious table-drink ; the *Sool-bad*, about a mile off, with its *wellenbad* (supplied from that magnificent well the great Sprudel, with its intermittent flow), is invigorating ; and only 4 miles off is Bocklet, with its strong chalybeate spring. The arrangements of all kinds are excellent."—*Macpherson's Baths of Europe*.

FRANKFORT  
MILES FROM

## ROUTE 7c.—NURNBERG.

\* VERONA  
MILES TO

<sup>148</sup> NURNBERG, or NUREMBERG (pop. 83,000). On the Peg-<sup>470</sup>nitz. For London to Nürnberg, see under "London to Vienna by Passau," in the Continental Time-tables of the London, Chatham, and Dover Railway. Junction with direct line to Munich, 127 miles south by Pleinfeld and Ingolstadt.

There are two railway stations at Nürnberg—the Ludwigsbahnhof, the terminus of the direct lines from and to Mayence, Würzburg, and Heidelberg. It is at the south-west of the town. The other station, at the south-east of the town, is the larger and more important, and is used by two companies. At one end are the offices of the Staatsbahnen, with direct trains to Augsburg and München, and indirect towards the west, that is by Bamberg. At the other end are the offices of the Ostbahnen, with direct trains to Regensburg, Prague, and Vienna.

Near this station is the *General Post-office*, a large commodious building. Fronting both the station and the Post-office is the Würtemberger Hotel. The other hotels are the Bayerische Hof; Hotel d'Autriche; Goldener Adler, near all the important sights, in the Adler Strasse; Deutsches Haus; Rothes Ross; Strauss, etc. Their omnibuses await passengers at the station. Numerous Inns.

*Exchange-offices and Bankers.*—Mayer Kohn, 26 Königs Strasse. J. C. Cnopf, 29 Carolinen Strasse. Schmitt Brothers, 28 Adler Strasse, opposite the Goldene Adler Hotel. Löwenstein, opposite the main entrance of the St. Lorenzkirche.

*Beer Houses.*—Mohrenkeller, in the Königs Strasse, near the Goldene Adler. The Wolfsschlucht, near the theatre.

*Cabs or Droschken.*—The course, for 1 person, 18 kreuzer, and 6 kreuzer additional for each person more; trunks above 40 lbs., 12 kreuzer; by the hour, for one person, 48 kreuzer, and 12 kreuzer more for every additional person. They, however, carry their tariffs with them, and are obliged to show them.

*N.B.*—A "Droschke" is a one-horse, and a "Flaker" a two-horse, coach.

NURNBERG is a rare old German town, with old German edifices, fountains, and towers; yet although so ancient the streets are clean and generally broad. The first place to visit is St. Lorenzkirche, situated at the north end of the Königs Strasse, the southern end of the street terminating at the eastern railway station. As this church of St. Lawrence is a Protestant place of worship it is open only on

## ROUTE 7c.—NURNBERG.

Sundays. To visit it knock at the side door; fee, 12 kreuzer. The spires and nave were built at the end of the 13th century, and the choir at the end of the 15th. The two graceful spires flanking the main entrance are 270 feet high; the length of the church is 322 feet, and the breadth 104. On the exterior, in the north side, near the Brautthor, is a curious old relief, representing our Lord on the Mount of Olives. The view of the interior from under the organ is not imposing, as the clustered columns bearing drop-arches are low, and the stone of which they are built has a damp appearance, as also the statues standing on consoles against them. The choir is more ornamented. It is surrounded by a handsome triforium; the roof has tracery, and the windows some good glass. To the left of the high altar is the gem of the church, the stone **Tabernacle**, by Adam Krafft, finished in 1500. It is in the form of a four-staged canopied pinnacle, 64 feet high, terminating with a crozier-bend, and so delicately hewn as more to resemble work in ivory than in stone. From the roof of the choir hangs a piece of wood-carving by Stoss (1518), representing the angel greeting Mary. Behind the altar is the window of Kaiser Friedrich III., and below a Madonna and Child, painted by Wolgemut in 1483. The second window from it, on the north or right side of the altar, is the **Volkamersche** window, painted in 1493, representing the genealogy of our Lord. The third window from it is the **Tuchersche**, painted in 1451 by Springlen. The most remarkable picture is in the small gallery fronting the pulpit. It represents the coronation of Mary—painted on a gold ground in 1440.

From the St. Lorenzkirche walk up the Königs Strasse, cross the bridge, and walk straight on to the Haupt Markt. Here we have the Roman Catholic church, the **Frauenkirche**, built in 1361. The best parts are the richly sculptured porch or narthex, the windows over it, and the curious clock, made in 1509, but which has ceased to go.

To visit the Frauenkirche, apply to the man in the house No. 12, first storey, opposite the Gäusemännchen fountain. But there is nothing of importance in the interior. A fine painting of the 14th century on a gold ground forms the reredos of the high altar. On the north wall is a good piece of wood-carving seven feet high, by Adam Krafft, in 1499, called the **Pergenstorfersche Hochbild**, representing angels crowning the Virgin. Fee, 12 kreuzer. At the eastern end of the Frauenkirche is the **Gansemännchen** fountain, executed by Laben-

## ROUTE 7c.—NURNBERG.

wolf in from 1492 to 1563. In a stone basin, standing on a slender shaft about 7 feet high, stands a bronze statue of a man, on a pedestal about three feet high, with a goose under each arm. At the other or west end of the square, almost hidden by the booths, is what is called the **Beautiful Fountain** (der Schöne Brunnen), an elegantly sculptured stone pinnacle, 64 feet high, by H. Behaim, in from 1385 to 1396. From the Beautiful Fountain pass up the street to the **Sebalduskirche**, built during the 12th to 15th centuries, and in the same style as the St. Lorenzkirche. On the outside of the window on the west end of this church hangs a great bronze crucifix, executed by the brothers Stark in 1482, and weighing 18 cwt. At the other end of the church, opposite the Rathhaus, is the Schreyersche Entombment by Krafft, one of his master works. The church is 290 feet broad and 98 wide. The most ancient part is the western end, called the Löffelholzsche Kapelle (wooden spoon chapel). The font standing here is the oldest piece of metal work in Nürnberg. At the eastern end is the great gem of the church, the exquisitely executed bronze **Mausoleum of St. Sebaldus**, by Peter Vischer and his five sons, from 1508 to 1519. It is 15 feet high,  $8\frac{1}{2}$  long, and  $4\frac{1}{2}$  broad, and weighs 120 cwt. The sarcophagus rests under a triple canopy, supported by eight colonnettes resting on eight snails peering forth from their shells. The high altar is only in part old; the three upper figures are by Stoss in the 15th century. To the left of the altar is a picture of the Virgin and Child, by Eulmbach, 1513. Next comes the Tucher Memorial by Hans Holbein, and below a piece of wood-carving by Dürer. Round the wall of the choir are beautiful reliefs by Krafft, representing the Lord's Supper, etc.

Enter the Rathhaus from the door opposite the relief in the outside of the choir of the St. Sebaldus Kirche, representing the Schreyersche Entombment, and ascend the stair to the right. The large door fronting the stair opens into the Grosse Saal, 130 feet long and 40 broad. A large painting in fresco, occupying the entire north side, representing the triumphal march of the Emperor Maximilian, is considered to have been executed under the inspection of A. Dürer.

In the storey immediately above, at the left hand corner, is the bell to ring for entering the town Picture Gallery (Städtliche Museum). Open to the public on Sundays and Wednesdays, from 10 to 1; on other days from 10 to 12 and 2 till 4, when the admission costs 12

## ROUTE 7c.—NÜRNBERG.

kreuzer each. It is in the top storey of the building in a long gallery and some side rooms. The pictures are in four small rooms at the farthest off end of the gallery. In the first and largest room is the Marriage of St. Catherine, by Rubens. Near it (69) Portrait by Rembrandt. In the last room (No. 85) Charlemagne, by Dürer; and (86) Sigismund, also by Dürer. In this museum there is really very little to see. In the court of the Rathhaus is another bronze fountain, and beyond the subsidiary post-office.

Opposite the Sebalduskirche and the Rathhaus is the St. Moritz Kapelle, with a small but beautiful Collection of Ancient Flemish and German Paintings admirably arranged; admission free on Sundays and Wednesdays, from 10.30 to 12; at other times 12 kreuzer, or for a family 24 kreuzer. The gem is (No. 102) an *Ecce Homo* by Dürer, also (64) by Dürer, Our Lord being taken down from the Cross. Nos. 45, 53, 74, and 80, are by Wohlgemut. By Holbein, Nos. 46, 49, and 55. On the other side of the street is the Sebaldor Pfarrhof, built in the 14th century, with a beautiful oriel window.

The street between the Moritz Kapelle and the Sebaldor Pfarrhof leads up to the Albrecht Dürer Platz, with his statue in bronze in the centre. It is 11 feet high, and weighs 37 cwt. To visit his house, take the street to the left, the Agnes Strasse, which leads directly into the Dürer Strasse. The house is at the high end of the street, on the left hand. From this house go to the castle or Kaiserburg, on an eminence to the right, or from the Rathhaus walk straight up to it. Just before commencing the ascent of the castle there is a kind of cave containing a group of figures representing Our Lord on the Mount of Olives, which may be called the commencement of the Calvary to the Johanniskirchhof (John's churchyard).

The entrance into the castle is by the gate fronting the round tower, and a little beyond the square Heiden Thurm; fee, 30 kreuzer; ring the bell. The lime-tree in the court was planted by the Empress Kunigunde, wife of Henry II., in about 1014. It still flourishes. The first room entered is the Audience Hall, hung with pictures, of which the best are by Holbein—118 a Portrait; 159 Luther's wife; and 184 a Madonna. By Lucas Kranach—181 Luther, and 205 a Madonna. From this we enter the chapel, and then ascend to the second storey, containing the rooms the king occupies when he visits this town. Magnificent views of the town and neighbourhood are had from different points of the castle.

FRANKFORT  
MILES FROM

## ROUTE 7C.—NURNBERG.

VERONA  
MILES TO

Now descend, and from the group in the cave already mentioned pass out of the town by the Thiergärtnerthorthurm, and a house called the Pilatushaus, whence commences the supposed march of our Lord to Golgotha, represented in the Johannis churchyard. All the groups along the road representing his sufferings on that occasion are by Adam Krafft. The churchyard is full of tombstones lying horizontally, some with delicate metal work. Among them are No. 649 Dürer's grave; No. 268 Veit Stoss; No. 503 Hans Sachs; etc.

In the chapel, called the Holzschuher'sche Kapelle, or Kirche zum Heiligen Grab, because built in 1500 after the church of the Holy Sepulchre in Palestine, is an Entombment, with life-size figures, by Adam Krafft, finished in 1507. Joseph of Arimathea is a likeness of himself.

Passing down southwards by the street Pfännenschmieds Gasse, at the west end of the St. Lorenzkirche, to the Clara Gasse beyond the gate, whence turn to the right and walk on to a large old house on the right, now the Halle, formerly the Zeughaus, where take the street to the left, the Vordere Karthäuser Gasse, which leads to the **Germanisches Museum**, containing a most valuable collection of objects illustrative of the history and arts in Germany. The ground-floor is occupied with heavy articles—gravestones, armour, statues, etc. On this same floor is also the church containing, among other things, Kaulbach's large mural painting, representing **Otho III.** discovering the body of Charlemagne seated on a throne in the vault below the centre of the Cathedral in Aix-la-Chapelle (see page 226). The oil-paintings are upstairs; the best are in room 19, the farthest off; and of them the gem is the portrait of **Hyeronymus Holzschuher**, a wonderfully and carefully executed portrait by Dürer. It is protected by a lid, and guarded by a railing. The Museum is open from 9 to 1 and 2 to 5; admission, 30 kreuzer.

207 **SCHWANDORF.** Junction with line eastwards to Prague, 411 and northwards to Leipzig and Berlin.

235 **REGENSBURG** or **RATISBONNE** (pop. 31,000) on the 383 Danube, at its junction with the Regen, 1050 feet above the sea level. *Hotels.*—**Goldenes Kreuz**, in the Haid Platz. It was in this house that Charles V. had his amours with Barbara Blomberg, who became the

## ROUTE 7c.—REGENSBURG.

mother of Don Juan of Austria. The Weisser Hahn, near the bridge over the Danube. The Kronprinz. Die drei Helmen, in the Neue Pfarr Platz. The Grüne Kranz, in the Goldenen Engel Strasse, near the Residenz des Fürsten (Prince)-Weidenhof. Nürnbergerhof, in the Maximilians Strasse, near the station. Hotel Post, at the Post-office.

*Bank and Exchange Office* in the Haid Platz.

*Cabs.*—They carry their tariffs with them. For a Droschke, or one-horse coach, the course, 12 kreuzer; per hour, 48 kreuzer. A Fiaker, or two-horse coach, the course, for 1 or 2 persons, 36 kreuzer, and 6 kreuzer more for every additional person. The hour, 1 gulden 12 kreuzer.

An omnibus leaves daily at 2 P.M. from the Beer-house at the end of the Maximilians Strasse for the Walhalle, and returns at 5.30; an hour on the way both times. Fare there and back, 30 kreuzer. A fiaker there and back, 4½ gulden.

*Post-office* on the south side of the Dom. Near it is a bookseller's, where a good plan of the town can be had.

Regensburg is studded with massive square towers, built in the middle ages. The principal edifice is the Dom of St. Peter's, one of the masterpieces of German architecture, begun in 1275 and finished in 1636. The whole façade, and the two open mullioned towers on each side, afford a beautiful specimen of a diversified and yet harmonious style of decoration.

In the interior all the chapels, excepting one, project from the wall, and consist of carefully sculptured stone ciboriums resting on four pillars. On the south side is a stone draw-well, also beautifully hewn. The high altar is lined with silver, which, unless on great ceremonies, is covered by a wooden case. To the left, in the corner, is a richly sculptured tabernacle. The glass of the windows was painted in Munich. What was ancient is now in the National Museum in Munich. Those who wish to visit the older parts and to ascend the Esel Thurm will find the sacristan's house at the north-east end of the church, beside an old relief hewn in stone, representing our Lord on the Mount of Olives. The Esel Thurm is at the north transept, and is ascended by ramps; and for it the sacristan must be got, as well as for the three adjacent buildings on the north side of the church. They are—first, the Kreuzgang, built in the 10th century. Its floor is paved with the tombstones of bishops. It opens into the Allerheiligen Kapelle, built in 1164.



## ROUTE 7c.—REGENSBURG.

The curiously ornamented window jambs belong to the 16th century. From it a door opens into the old Dom or church of St. Stephanus, built in the 8th century, and containing an altar of the 7th.

From the front of the Dom walk northward to the third street on the left, called "Beim Goliath," which take, and continue it to the **Rathhaus**, easily recognised by its beautiful oriel window and canopied doorway. These who wish to enter must procure a ticket at the Polizey Wachzimmer close by ; price, 24 kreuzer. In the Rathhaus the visitor is shown the Reichssaal, a large empty room ; the Kurfürsten Zimmer, with 14th and 15th century tapestry ; then a room with models of the buildings in the town. He is next taken down stairs to the vaults, and shown the prisons and the "Folterkammer" or torture-room, with the torture instruments.

From this proceed by the Neue Waag Gasse to the Haid Platz with the Goldenes Kreuz Inn ; whence pass by the Goldene Arm Strasse into the Unterer Jakobs Platz, at the head of which is the theatre ; and behind it the promenade and the Jakobs or Schottenkirche, built between 1160 and 1184, and supposed to have been founded by the community of Scotch Benedictine monks established in Vienna..

The shafts of the columns sustaining the segmental arch of the north portal are sculptured. Over the abacus runs a frieze, and on it sit animals with human heads. Both sides of the doorway are ornamented with sculptured forms of creeping things, and over them are ranged figures like idols, but doing duty as caryatides to the stage above. In the interior round columns with variously sculptured capitals support semicircular arches. This church has just been completely restored.

South-east from St. Jakob is the Residenz des Fürsten von Thurn and Taxis (the Prince's residence), a large two-storeyed mansion, built round a court. The picture gallery and chapel are open daily from 11 to 12.

Besides the Domkirche, the only other object worthy of visiting Regensburg for is the **Walhalle**, a faithful and masterly copy of the Parthenon, built of a fine white sandstone, by Ludwig I., King of Bavaria, on an eminence 200 feet above the Danube, and approached by a magnificent double stair with three terraces. The entire number of steps is 372, though only 252 have to be ascended. The edifice was begun on the 18th of October 1839, and finished on the 17th of October

FRANKFORT  
MILES FROM

## ROUTE 7c

VERONA  
MILES TO

1542. The peristyle consists of fifty-two grooved Doric columns, each 31 Bavarian feet high, and 6 in diameter. On the pediments of both ends is a German battle sculptured in alto-relievo.

The interior, which is entirely of highly polished marbles, is 168 Bavarian feet long, 46 broad, and 53½ high. Fourteen attached Doric and six unattached Ionic columns, of a light brown marble, extend round the walls. Over them runs a frieze, 3½ feet broad, of the whitest of marbles, with delicately sculptured reliefs representing German achievements. Beyond the frieze, and in a line with the columns, are large coloured statues bearing the roof. Round the walls are marble busts of German celebrities. Admission free.

The omnibus, and generally the private coaches also, stop at a small inn at the foot of the hill, where a glass of draught beer, coffee, and other refreshments, may be had. To ascend to the Walhalle, walk forward from this inn, and then take the broad road to the left, leaving the church and the steps up to it on the right. Continue this road as far as some steps up the hill in a wood to the right, which ascend. There is also a carriage-way up to the top. Descend by the steps in front of the building, which of course lead up as well, but this way of ascending is more laborious than the other.

<sup>256</sup> GEISELHORING Junction. 254 miles south-east from <sup>302</sup> this junction, by Passau, Weis, and Linz, is Vienna. Passengers to Vienna should take the rail from Geiselhöring to Linz, 137 miles distant; and from Linz take the steamer down the Danube (Donau) to Vienna. The sail is beautiful; time, 8 to 9 hours; fare, 7 florins.

**Linz** (pop. 32,000) charmingly situated on the right bank of the Danube, 117 miles west by rail from Vienna. Good refreshment-room at the railway station. *Hotels*.—On the steamboat Quay are the Erzherzog Carl; Rother Krebs; and Goldener Adler. In the town, opposite the post-office, is the Kanone. In the Haupt Platz are the Goldene Löwe and the Stadt Frankfurt. The steamboat sails at 8 A.M.

<sup>259</sup> MÜNCHEN or MUNICH. Here Route 7c joins 7b, which <sup>289</sup> see (page 269).

For the convenience of travellers wishing to extend this tour to Salzburg and Vienna, we add a description of these towns.

Between Munich and Salzburg is the Chiem lake or Bavarian sea; about 1600 feet above the Mediterranean, 15 miles long, 9 broad, and 490 feet deep. The borders of the lake are flat.

## ROUTE 7c.—SALZBURG.

**SALZBURG** (pop. 21,000), on the Salzach. 96 miles east from Munich, and 194½ miles west from Vienna.

*Hotels.*—Europe, with baths, opposite the railway station. Near the station the Nelböck; the Oesterreichischer Hof on the Elisabeth Quay, next the Stadtbrücke and the Mirabellgarten. The Erzherzog Carl, in the Mozart Platz. The omnibuses for Hallein, with the famous salt mines; and Berchtesgaden, start from this house. From Berchtesgaden the Königssee is visited; a lake surrounded by cliffs 8000 feet high. The Goldene Schiff, in the Residenz Platz.

*Hotels of more Moderate Prices.*—The Goldene Krone, in the Getreide Gasse, opposite the house in which Mozart was born; and in the same street the Goldene Horn. The Gasthaus zum Mohren, in the Judengasse. The Gasthaus zum Regenbogen, in the Dreifaltigkeitsgasse, etc. etc.

English church service in the Europe Hotel. Cabs carry their tariffs.

**Salzburg** is most charmingly situated on the Salzach, at the foot of the Mönchberg and the Kapuzinerberg, on whose summits are large plateaus laid out as parks, commanding extensive views. The principal square is the Residenz Platz, surrounded by the buildings belonging to the Post and Telegraph Offices, the Art Union (Kunstverein), the Guard and the Residenz Schloss, of which the last fronts both this square and the adjoining square, called the Dom Platz, opposite the chief entrance into the Cathedral, a splendid marble edifice, built in the 17th century. At the south-east corner of the Residenz Platz is the statue of Mozart, by Schwanthaler. Johann Mozart, the illustrious musical composer, was born in the house No. 225 of the Getreide Gasse on the 27th of January 1756. On the western side of the Dom Platz is the church of St. Peter's, with a zoological collection and library. Adjoining the church is the Stiftskeller, where excellent wine is sold. From this enter the curious old churchyard. North from the Dom Platz, and second street to the left, is the Neuthor, with a colossal statue of Sigismund. The most important excursions are to the salt mines of Hallein, and to the Königssee. Leave by the coach starting from the Hotel Erzherzog Carl in the Mozart Platz.

**WIEN** or **VIENNA**, on the Donau or Danube (pop. 666,000). 194½ miles east from Salzburg, and 291 from Munich.

*Hotels.*—In the Kärntherstrasse, the Erzherzog Carl; the Munsch; the Meisl; and Wilder Mann. In the Graben, Müller; in the Peters-

## ROUTE 7c.—VIENNA.

platz, the Wandl; in the Weihburggasse, the Kaiserin Elisabeth; in the Seilergasse, the Stadt Frankfurt and the Matschakerhof; in the Renngasse, the Römische Kaiser; in the Fleischmarkt, the Oesterreichische Hof, Goldene Stern, and Stadt London; in the Leopold Stadt, near the North railway station, the Russische Hof, the Nordbahn, the Goldene Lamm, the Kronprinz, etc. etc; in the Mariahilfer Strasse, near the Western railway station, the Stadt Salzburg and the Hotel Krenn. The hotels have no *tables d'hôte*. Dinners are taken *à la carte* in the dining-room on the first floor, or in the restaurant on the ground-floor.

*Fiaker*, or two-horse cabs, and *Comfortables*, or one-horse cabs, await passengers at the railway stations and the steamboat wharfs. Tariff of the two-horse cabs: From the Northern railway station (Nordbahnhof) to the interior town and the Landstrasse, 1 florin 20 kreuzer; to Leopoldstadt, 1 florin; and to the other quarters (Bezirken) 2 florins. From the Southern railway station (Südbahnhof) to the interior town, 1 florin 20 kreuzer; to Wieden and Margarethen, 1 florin; and to the other quarters, 2 florins. From the Western railway station (Westbahnhof) to the interior town, 1 florin 20 kreuzer; to Mariahilf and Neubau, 1 florin; and for the other quarters, 2 florins. The tariff of the one-horse cabs is 50 kreuzer less. From 10 p.m. to 6 a.m. the half of the sum additional. Trunks, 20 kreuzer each. A guide through the city costs 2 gulden a day.

The omnibus charges are from 10 to 20 kreuzer. They run between the Stefans Platz and the railway stations. There is a tramway from the Schottenthor to Dornbach; and from the Prater (near the North railway station) round the Inner town.

*Steamboat* office and station near the junction of the Wien with the Danube canal, at No. 2 Dampfschiffstrasse. Small steamers convey passengers from this place to the steamer wharf on the Danube.

*Post-office* at the end of the Park Ring, near the canal.

*Money*.—The florin is equal to two shillings. It is divided into 100 neukreuzer. The Austrian florin or gulden is one-seventh more valuable than the Dutch and Bavarian gulden, which are worth 1s. 8½d. English, or 60 old kreuzer; while the Austrian is worth 70 old kreuzer. The old 6-kreuzer pieces are worth 10 neukreuzer. The exchange of the sovereign fluctuates from 10 gulden to 9 gulden and 80 neukreuzer.

## ROUTE 7c.—VIENNA.

The most ancient part of **Vienna** is the Inner Town or Stadt, which corresponds to the City in London. This Stadt was formerly surrounded by walls, ramparts, and moats—now converted, however, into a series of promenades and gardens, which, under the names of the Schotten Ring, Möller Ring, Burg Ring, and Stuben Ring, with their contiguous gardens and squares, separate the old from the new town. The name “Schotten,” which various places bear in Vienna, arises from their having been the property of the convent of Scotch Benedictine monks, founded here in 1158.

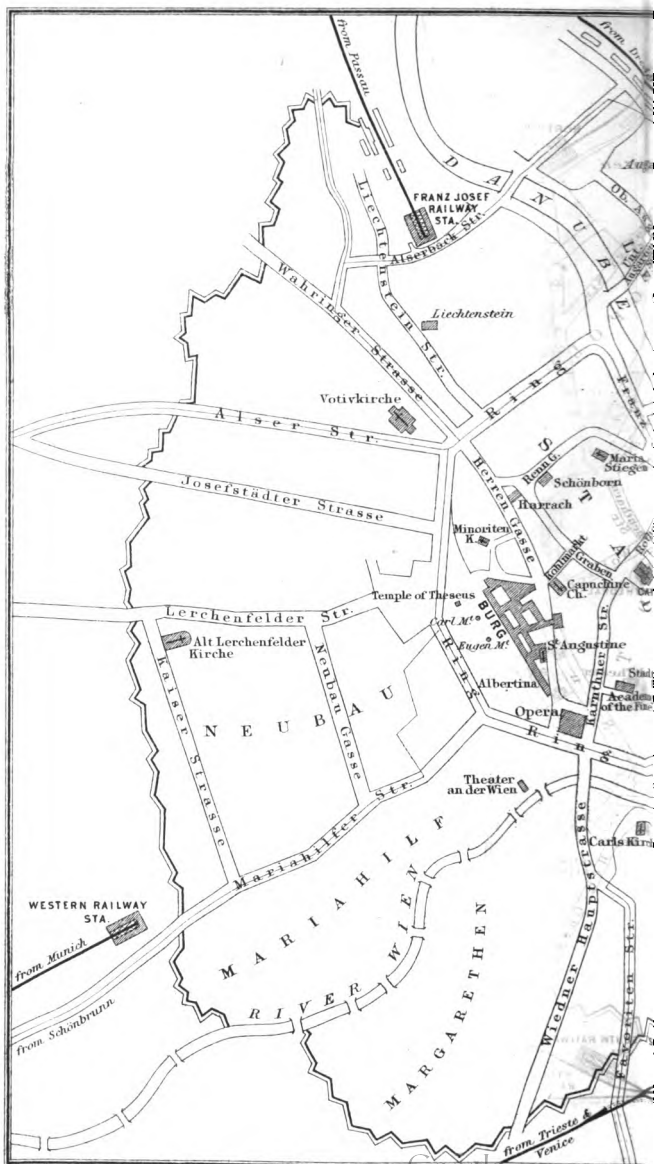
In the centre of the city is St. Stephen's or **St. Stephan's Kathedrale**; to the south of this cathedral is the **Burg** or imperial residence, and to the north-east the Post-office. St. Stephen's was commenced in 1144, but, with the exception of the **Riesenthor** and some portions of the western part, the edifice, as it now stands, belongs to the 14th and 15th centuries. It occupies an area of 32,400 square feet, is 345 feet long, 230 broad, and the roof, which rests on 18 massive pillars, is 88 feet high. Its beautiful tower is 444 feet high; and is ascended by 750 steps to the part called the Balcon, whence there is an extensive prospect. Tickets procured at No. 3 Stefans Platz, 35 kreuzer each. The interior of the church contains 38 marble altars—the painting over the high altar is by T. Bock. In front is the monument, by Nic. Lerch of Leyden, to the Emperor Frederic, who died in 1493. In the nave is the magnificent pulpit, hewn in stone, by Pilgram and Buchsbaum, in 1430. Opposite is a remarkable statue of the master mason Jörg Oechsel. At the south-east end of the Stefans Platz is the Graben, the finest street in the city. South from it, by any of the branch streets, is the Kaiserliche Buerg or Imperial Palace, consisting of a conglomeration of edifices constructed at different periods. In the largest of the courts (the Burghof or Franzensplatz) enclosed by these buildings is the monument by Marchesi to Franz I., who died in 1835. Eastwards is the Schweizerhof. The stair on the right of the entrance leads to the Hofburgkapelle, where, on Sundays, between 11 and 12, fine music may be heard. In the Josephshof or Platz is an equestrian statue of the Emperor Joseph II. Fronting the southern façade of the Burg is the Hofgarten, with the statues of the Archduke Charles and Prince Eugene, and the gateway called the Burgthor. In the Volksgarten, which is just the north-west portion of the Hofgarten, is a Doric temple, built on

## ROUTE 7c.—VIENNA.

the model of that of Theseus at Athens, with a group, by Canova, of Theseus killing the Minotaur.

In the Burg are many important collections. In the **Josephsplatz** is the entrance to the **Hofbibliothek**,—open daily from 9 to 4. It contains 360,000 vols., 12,000 incunabula, or books printed prior to 1501, and 22,000 MSS. With this library is connected the collection of engravings and woodcuts commenced by Prince Eugene. The Emperor's private library, containing 60,000 vols., is in the **Schweizerhof**. In the **Schweizerhof** is the entrance to the Treasury or **Schatzkammer**—open in summer on Tuesdays, Thursdays, and Saturdays, from 10 to 12; and in winter on Tuesdays and Saturdays from 10 to 1. Among the historical relics are the regal ornaments found by Otho III. on the body of Charlemagne when his tomb was opened (see page 226). The collection of precious stones is of great value—one of the diamonds is worth £25,000. The Cabinet of Coins and Antiquities, or **Munz und Antiken-Cabinet**—open Mondays and Fridays from 10 to 1. It contains valuable bronzes, cameos, vases, and medals; the gem of this collection is the golden salt-cellar, by Benvenuto Cellini. The Mineral Cabinet, or **Mineralien Cabinet**—open Wednesdays and Saturdays from 10 to 1. This is one of the richest collections in the world of minerals, precious crystals, meteoric stones, etc., all admirably arranged. The Cabinet of Natural History, or the **Zoologische Cabinet**—open on Thursdays from 9 to 2. The Cabinet of Natural Philosophy and Astronomy, or the **Physikalisch-astronomische Cabinet**, with a fine collection of philosophical instruments; admission by application to the keeper (Custos). Adjoining the Josephs Platz of the Burg is the **Augustinerkirche** or Augustine church, built between 1327-29. In the nave is a masterpiece, by Canova—the **Mausoleum** of the Archduchess Maria Christina. In the **Todtenkapelle** is the mausoleum of Leopold II.; and in the **Lorettokapelle** are preserved in urns the hearts of the members of the Imperial family. A short way north-east from the Augustine church is the **Kapuzinerkirche**, or Capuchin church, fronting the **Neue Markt**, adorned with one of the best fountains in Vienna. In the church is the sepulchral vault of the Imperial family, in which the different members of the royal house of Austria have been laid since 1619. The coffins, of which there are above 90, are large and beautifully made; among them is the coffin of the son of Napoleon I. This vault (Gruft) is open to the public on the 2d of November; on other

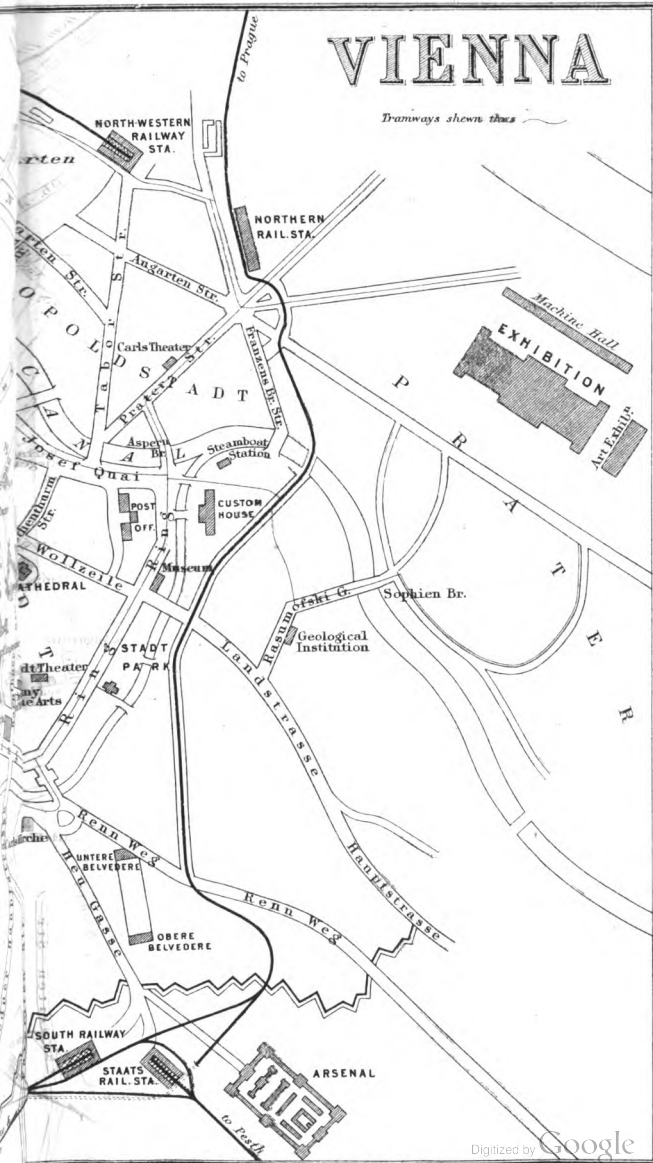






# VIENNA

*Tramways shown thus*



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## ROUTE 7c.—VIENNA.

days from 9 to 12 and 1 to 4, on application to the keeper. Just behind the Northern railway station is the park called the Prater, including the Zoological Gardens; and in front of the station is the Augarten. In front of the Southern railway station is the Ober Belvedere; and behind it, separated by a garden, is the Unter Belvedere. To the west of it the Schwarzenberg Palace, and to the east the Meternich Palace. An omnibus runs between the Stefans Platz and the Southern railway station. For the Ober Belvedere stop in front of the Belvedere Gasse. In the Ober Belvedere is the famous picture gallery—open from the 24th of April to the 30th of September, on Tuesdays and Fridays, from 9 to 5; and from the 1st of November to the 10th of April from 10 to 4. On Sundays from 10 to 1. All the pictures bear the names of the artists. Many of them belonged to Charles I. of England. On the ground-floor to the right are pictures belonging to the Italian school, and on the left to the Flemish school; but none of merit. In the first storey is a magnificent marble hall, having on the left No. 1, the Rembrandt Saloon; No. 2, Landscapes; No. 3, the Van Dyck Saloon; Nos. 4 and 5, the Rubens Saloons; No. 6, the Teniers Saloon; No. 7, the Rubens school. To the right of the marble hall are Nos. 1 and 2, the saloons containing the Italian and Venetian schools; No. 3 the Roman school; No. 4, the Florentine school; Nos. 5 and 6, the Bolognese school; No. 7, the Neapolitan school. In the second storey, the saloons to the right contain pictures belonging to the old German-Flemish schools; while those to the left contain pictures belonging to the New German school. They are all admirably arranged and in excellent preservation; and form a most interesting history of the art of painting.

The Lower or Untere Belvedere contains the Cabinet of Antiquities, chiefly Egyptian, of no great merit. Also the **Ambraser Sammlung**, a most remarkable collection of 150 original suits of armour which belonged to generals and knights of the 16th century; 1200 portraits; 200 paintings; and numerous valuable curiosities, autographs, books, etc. Open on Tuesdays and Fridays from 9 to 12, and 3 to 6. On Saturdays from 10 to 1. Almost adjoining the Southern railway station is the **Arsenal**, an immense building, commenced in 1849 and completed in 1855, and containing a numerous population. The Museum is always open. The Artillery Workshops are open on Tuesdays, Thursdays, and Fridays, from 9 to 3, from May to the end of October; and from the first of November to the end of April on Thurs-

## ROUTE 7c.—VIENNA.

lays from 10 to 2. Admission cards issued from the Arsenaldirection in the Hof Seitzergasse, second storey. The visit to the workshops takes nearly two hours. Fee, for a single person,  $\frac{1}{2}$ -florin; for a party, 1 florin. On the river Wien, between the Untere Belvedere and the Polytechnische Institut, is the **Carlskirche**, begun in 1713 by the Emperor Charles VI. It is surmounted by an imposing oval dome, cased with copper. Before the church stand two Doric columns, 142 feet high and 13 in diameter, adorned with a spiral set of bas-reliefs, representing scenes in the life of St. Charles.

The Polytechnic School, conducted by 45 professors, has some large collections illustrative of the arts and manufactures, arranged in 24 rooms. Open daily from 9 to 5. The University, of which the classrooms are in different parts of the town, is attended by 3600 students, of whom 1200 are medical. The Medical School of Vienna is one of the first in Europe. North from the Parade Platz, in a garden, is the Liechtensteinische Picture Gallery. Open daily from 8 to 12 and 3 to 6. The door-keeper lives in the building to the left. Fee,  $\frac{1}{2}$ -florin; for a party, 1 florin. The collection is much inferior to that at the Belvedere. The best shops are in the Graben and Kärnthner Strassen and in the Kohlmarkt.

Among the easiest, and, at the same time, most delightful places to visit in the neighbourhood of Vienna, is the **Schloss Schonbrunn**, the imperial summer residence. The Duke of Reichstadt (Napoleon II.) lived and died here. His sarcophagus is among the others of the imperial family in the church of the Capuchins in the Neumarkt. The castle is surrounded by a magnificent garden. From the "Gloriette" (summer-house), ascended by 128 steps, there is a fine view towards Vienna (entrance fee, 20 kreuzer). In the neighbourhood are the artistic ruins of a triumphal arch, the monument to Maria Theresa, and the beautiful fountain "der schöne Brunnen," from which the castle takes its name. To the right of the "parterre" are the Menagerie and the Botanic Garden. To get to Schönbrunn take the omnibus that starts from Stefans Platz. Fare, 15 kreuzer. In the absence of the court the castle is shown.

Another pleasant excursion is by the Southern Railway to Baden, a small town with beautiful environs, famous mineral waters, and handsome villas.

# ROUTE 8.

## PARIS TO METZ,

By EPERNAY, REIMS, RETHEL, MEZIÈRES, and SEDAN.

Distance 262 miles.

For Time-tables see under Paris, Epernay, Reims, Mezières-Charleville, etc., in the "Indicateur des Chemins de Fer de l'Est," sold at all the stations on the line. This route joins from Charleville, Route 7, Part 1 (Paris to Cologne), at Namur, page 222; and from Longuyon, Route 4A, Part 2 (Brussels to Treves), at Luxembourg, page 191.

See Map of Paris and Brussels to the Rhine, page 178.

PARIS MILES FROM		METZ MILES TO
	PARIS. Start from the station of the Chemins de Fer de l'Est.	262
28	MEAUX (pop. 11,500). Excursion 5 from Paris, page 111.	234
41	LA FERTÉ-SOUS-JOUARRE (pop. 5000). Page 111.	221
59	CHATEAU-THIERRY (pop. 6600). Page 110.	203
88	EPERNAY (pop. 12,000). Excursion 5 from Paris, page 109.	174
90	AY (pop. 4000). Page 110.	172
107	REIMS (pop. 61,000). Excursion 5 from Paris, page 106.	155
117½	BAZANCOURT (pop. 1300). A manufacturing town on the Suippe.	144½
131	RETHEL (pop. 8500). Fine view from hill behind station. <i>Hotels</i> : Commerce; France.	131
137	AMAGNE (station for VOUZIERES, pop. 3200). 17 miles south.	125

Vouziers (*Inn*: Commerce), is a well-built town on the Aisne, with a fine church of the 15th century.

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MILES FROM

## ROUTE 8.

METZ  
MILES TO

<sup>168</sup> MEZIÈRES-CHARLEVILLE, in reality one town, connected <sup>100</sup> by a series of bridges over low marshy land and the Meuse. The distance between the Grand Rue of Mezières and the Place Ducale of Charleville is about a mile, through streets all the way. Between the two is the railway station.

CHARLEVILLE (pop. 12,000). *Hotels* : Lion d'Argent ; Commerce.

Commercially, Charleville is the more important town. The Parish Church (opposite the Hotel du Commerce) is a beautiful modern imitation of a church of the 12th century. The groining, columns, and colonnettes, are all of a dark brown sandstone, and those at the chancel are elaborately sculptured.

The Place Ducale, 412 feet long and 295 feet broad, is surrounded on all sides, excepting on that occupied by the Hotel de Ville, by arcades and high houses with peaked roofs. To the east of the fountain in the centre, at the end of the Rue St. Catherine, is a building of the 17th century, occupied by a mill on the Meuse. The bridge here across the river leads to the top of a low hill, from which there is a fine view. The road to Mezières is to the west of the fountain, by the Rue de Saint Charles, passing on the right the Hotel de Lion d'Argent, the best hotel to take either for Mezières or Charleville ; while just at the entrance of Mezières is the Hotel du Cheval Blanc.

MEZIÈRES (pop. 6100) is surrounded by one of the strongest fortifications constructed by Vauban. The principal church (belonging to the 16th century) has two aisles on each side of the nave, and some good painted windows, especially in the apse about the high altar. In this church Charles IX. was married to Elizabeth of Austria, on November 27th, 1570, as an inscription in the south aisle relates. Over the west façade rises a square tower, surmounted by a pyramidal belfry, but the finest entrance is by the portico of the south aisle.

From Charleville a line extends 71 miles northward to Namur, by the beautiful valley of the Meuse, passing the towns of Givet and Dinant.

GIVET (pop. 6200). *Hotels* : Cygne ; Ancre ; Mont D'Or.

Givet, 40 miles north from Charleville, is a custom-house station, and the last French town on the line. It consists of three parts : the Grand Givet, on the left bank of the Meuse ; and the Petit Givet and Givet Notre Dame, on the right bank of the river, at its junction with the Houille,

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MILES FROM

# ROUTE 8.—SEDAN.

METZ  
MILES TO

and at the base of the hill, 705 feet above the town, on which is the citadel of Charlemont. The church of St. Hilaire was built by Vauban.

2½ miles north from Givet is the small Belgian town of Agimont, where the Belgian time commences.

12½ miles from Namur and 27½ miles from Givet is Dinant (pop. 8000. *Hotels*: Poste; Tête d'Or; etc.), in a picturesque situation among limestone cliffs on the Meuse, down which a steamer sails to Namur. For Namur see pages 222 and 223.

<sup>170</sup> DONCHERY (pop. 2000). On the right bank of the Meuse. <sup>92</sup>

In this small village Napoleon III. met Count Bismarck, after the surrender of Sedan. The meeting of the Emperors Napoleon III. and William I. took place shortly afterwards in the peaked roof chateau of Bellevue, at the village of Frenois, about a mile from Sedan. Emperor William had his head-quarters in the village of Vendresse, 20 miles south-west from Sedan, near the left bank of the Bar.

<sup>172</sup> SEDAN (pop. 1600). *Hotels*: Croix d'Or, in the Place Turenne; Europe.

Sedan, on the Meuse, has some good streets and handsome squares, and, as may be expected from the military nature of the town, many large barracks. The parish church, built at the end of the 16th century, belonged originally to the Protestants, who, however, now occupy an insignificant building in a narrow dirty street called the Rue des Francs Bourgeois.

Napoleon III. lived during the siege of Sedan in the Sous Préfecture, a handsome building at the foot of the Avenue de Lamarck. When he went out of the city to treat with Bismarck he left by the gateway next the railway station. During the disastrous battle he had been six hours on horseback, all the time suffering acute physical pain.

The views from the ramparts of the castle are very interesting. On a round tower of the chateau is a tablet, with these words: "Ici naquit Turenne, le 11 Septembre 1611."

Sedan manufactures a great deal of flannel and cloth. It gave its name to the vehicles called sedans, or sedan chairs, which were first made here. They were introduced into England in 1581, and came into general use about 1649.

A walk of half-an-hour along the road to Donchery, on the left bank of the Meuse, brings us to the Chateau de Bellevue, a conspicuous country house with several pointed turrets, in which the

## ROUTE 8.—SEDAN.

Emperor Napoleon passed the night after the capitulation, and previous to being removed to Wilhelmshöhe. Another half-hour's walk brings us to the actual meeting-place between the Emperor and Prince Bismarck, where the terms of capitulation were arranged. It is a plain white house, called "Four a chaud," with a grass bank sloping down to the long white poplar-lined *chausée*, whilst beneath flows the Meuse in lazy meanderings. It was in front of the house that the two illustrious negotiators sat on that eventful day which sealed the fate of Sedan and of Napoleon III.

"Notwithstanding a thick fog, the battle began at Bazeilles early in the morning (of September 1). It was eight o'clock A.M. when I reached the front before Sedan. The villages of Selg and Floing were taken, and the fiery circle drew gradually closer round Sedan. It was a grand sight from our position, on a commanding height behind the above-mentioned battery, when we looked to the front beyond St. Forey.

In twenty minutes the town was burning in several places, which, with the numerous burning villages over the whole field, produced a terrible impression. I accordingly ordered the firing to cease, and sent Lieutenant-Colonel von Bronsart, of the general staff, with a flag of truce to demand the capitulation of the army and the fortress. He was met by a Bavarian officer, who reported to me that a French *parlementaire* had announced himself at the gate. Colonel von Bronsart was admitted, and on his asking for the commander-in-chief he was unexpectedly introduced into the presence of the Emperor, who wished to give him a letter for myself, when the Emperor asked what his message was, and received the answer,—to demand the surrender of the army and fortress.

"He replied that on this subject he must apply to General Wimpffen, who had undertaken the command in the place of the wounded General MacMahon, and that he would now send his adjutant, General Reille, with the letter to myself.

"You may imagine the impression which this made upon all of us, but particularly on myself. Reille sprang from his horse, and gave me the letter of the Emperor, adding that he had no other orders. Before I opened the letter I said to him, 'But I demand, as the first condition, that the army lay down its arms.' The letter begins thus—

"*'N'ayant pas pu mourir à la tête de mes troupes, je depose mon épée à votre Majesté,'* leaving all the rest to me.

"My answer was that I deplored the manner of our meeting, and begged that a plenipotentiary might be sent with whom we might conclude the capitulation.

"After I had given the letter to General Reille, I spoke a few words with him as an old acquaintance, and so this act ended.



PARIS  
MILES FROM

## ROUTE 8.

METZ  
MILES TO

"I gave Moltke powers to negotiate, and directed Bismarck to remain behind in case political questions should arise. I then rode to my carriage and drove here, greeted everywhere along the road with the loud hurrahs of the trains that were marching up and singing the National Hymn. It was deeply touching. Candles were lighted everywhere, so that we were driven through an improvised illumination. I arrived here at eleven o'clock, and drank with those about me to the prosperity of an army which had accomplished such feats.

"As on the morning of the 2d I had received no news from Moltke respecting negotiations for the capitulation which were to take place in Donchery, I drove to the battle-field, according to agreement, at eight o'clock, and met Moltke, who was coming to obtain my consent to the proposed capitulation. He told me, at the same time, that the Emperor had left Sedan at five o'clock in the morning, and had come to Donchery, as he wished to speak with me.

"There was a chateau and park in the neighbourhood, and I chose that place for our meeting. At ten o'clock I reached the height before Sedan. Moltke and Bismarck appeared at twelve o'clock, with the capitulation duly signed. At one o'clock I started again with Fritz, the Crown Prince; and, escorted by the cavalry and the staff, I alighted before the chateau, where the Emperor came to meet me. The visit lasted a quarter of an hour. We were both much moved at seeing each other again under such circumstances. What my feelings were—I had seen Napoleon only three years before at the summit of his power—is more than I can describe.

"Now, farewell—a heart deeply moved at the conclusion of such a letter.—WILHELM."

*(Extracted from King William's letter to Queen Augusta, dated Vendresse, South Sedan, September 3, 1870.)*

<sup>177</sup> BAZEILLES (former pop. 3000). At the entrance into the <sup>85</sup> valley of the Chiers. The village of Bazeilles was literally destroyed, not one house left standing. It is being rebuilt.

<sup>179</sup> DOUZY (pop. 1800), on the Chiers. A coach at this station <sup>83</sup> awaits passengers for Mouzon, 6 miles south-west (pop. 2500), with a 13th century church.

<sup>185</sup> CARIGNAN (pop. 2400), with manufactories and mills. <sup>77</sup>

<sup>199</sup> CHAUVENCY. A coach at this station awaits passengers <sup>63</sup> for Stenay, 6½ miles south-west on the Meuse. Stenay is a very ancient village, with important forges and mills.

PARIS  
MILES FROM

## ROUTE 8.

METZ  
MILES TO**202½** MONTMÉDY (pop. 2500). *Hotel*: St. Nicolas. **59½**

A fortified place on the Chiers, composed of an upper and lower town. The castle is seen distinctly from the station. Here a coach awaits passengers for Verdun (pop. 13,000), 32 miles south, picturesquely situated on the Meuse. From Verdun a branch line extends 174 miles west to Reims.

Montmédy is the station also for Avioth, 4 miles north.

**215** LONGUYON (pop. 2000). Junction with line to Luxemburg, **47**  
41 miles east (see page 191). 10 miles north from Longuyon, on the branch line to Luxemburg, is Longwy (pop. 34,000). French Custom-house station. *Hotel*: Croix d'Or. Longwy is a fortified town on the Chiers.

**221** PIERREPONT (pop. 1000). With cloth manufactories. Well **41**  
seen from the station.

**230** AUDUN-LE-ROMAN. French Custom-house station. **38**

**235½** FONTOY. German Custom-house station. **26½**

**241** HAYINGEN or HAYANGE (pop. 4000). With great forges. **21**

**245** THIONVILLE or DIEDENHOFEN (pop. 8000). *Hotels*: **17**  
Luxemburg; Commerce. A fortified town at some distance from the station, on the Moselle, taken by the Germans in 1870. The parish church belongs to the 18th century. The old clock-tower is partly 14th and partly 17th century.

From Thionville a railway extends 23 miles north to Luxemburg, whence a line extends 34 miles eastwards to Treves or Trier (see pages 191 and 192).

**260½** DEVANT-LES-PONTS. The line describes here a long curve **1½**  
towards Metz, which is seen in the distance with its spires and barracks.

**263** METZ. Distance from Paris by Nancy, 244 miles. For description of Metz, see page 312.

# ROUTE 9.

## PARIS TO METZ,

BY EPERNAY, CHALONS, BAR-LE-DUC, FROUARD, AND PAGNY.

Distance 244 miles.

For Time-Tables, see under "Relations entre la France, Metz, Forbach, Sarrebrück, Mayence, Frankfort, Hombourg, et Wiesbaden," in the Time-tables of the "Chemins de Fer de l'Est." This is also a good way to approach the Rhine—either from Metz to Strasburg, according to Route 11, or from Saarbrücken to Ludwigs-hafen and Mannheim on Route 7a, page 259. See Map of Paris and Brussels to the Rhine, page 178.

PARIS  
MILES FROM

METZ  
MILES TO

PARIS. Start from the station of the "Chemins de Fer de <sup>244</sup> l'Est," and request a ticket by Frouard and Pagny. From Paris to Frouard Junction this route is the same as Route 12, Part 1, "Paris to Strasburg;" see page 318.

<sup>214</sup> FROUARD. Change carriages, as here the Metz branch <sup>30</sup> separates from the line to Nancy and Strasburg.

Frouard is a small town on the Meurthe, at its junction with the Moselle.

<sup>225½</sup> PONT A MOUSSON (pop. 8200). *Hotel*: Trois Maures. <sup>18½</sup> On the Moselle. The high town, dating from before the Roman invasion, has a fine Gothic church of the 14th century. The low town was founded in the 13th century.

<sup>231</sup> PAGNY. A poor ancient village. On a mountain to the left <sup>13</sup> are the ruins of the Château Preny, once belonging to the Counts of Lorraine. Good wine is produced here.

<sup>235</sup> NOVEANT (pop. 1800). French Custom-house station. From <sup>9</sup> this station to the next are seen at intervals parts of the aqueduct constructed by Drusus to bring water from Gorze to Metz, a distance of 11 miles.

<sup>238</sup> ARS-SUR-MOSELLE (pop. 6200). German Custom-house <sup>6</sup> station. Numerous large forges. This is one of the best places from which to inspect the ancient aqueduct, which was 3420 feet long, and contained 118 arches 57 feet high.

Z

## ROUTE 9.—METZ.

244 miles from Paris by the Frouard junction is

METZ (pop. 65,000). 34 miles from Nancy, 41 from Forbach, 40 from Luxemburg, and 125 from Strasburg. Refreshment-room in the station.

*Hotels.*—Europe and Metz, both opposite each other in the Rue des Clercs. Other Hotels: the Nord, Commerce, etc. *Post-office*, No. 26 Rue des Clercs. Temple Protestant near the cathedral.

This strongly fortified city, taken by the Germans in 1871, is situated on the confluence of the rivers Seille and Moselle, 550 feet above the sea level.

The railway station of Metz is opposite the Porte Serpenoise. Up the street from this gate are the Place Royale and the fine promenade called the Esplanade, overlooking the Moselle. Large barracks face the Place Royale; and the Palais de Justice, the Esplanade. The most prominent object in the town is the Cathedral, an edifice of most elegant proportions, commenced in 1014 and finished in 1516. It is 367 feet long, and flanked by two towers, of which the southern, 363 feet high, is ascended for the sake of the extensive prospect it commands. Few cathedrals have such a large proportion of their structure occupied by windows, the walls between them being only of the breadth of the flying buttresses which support them. Over equilateral triangle arches resting on fascicled columns rise the triforium gallery and clerestory. The large windows of the transept, as well as some of those about the high altar, contain rich 16th century glass. The transept windows have double mullions. On the pillars are ancient frescoes. Among the curiosities is the pulpit of St. Clement, cut out of the shaft of a Roman column. Opposite is the Hotel de Ville, built in 1711; and a few yards eastwards the Museum and Library.

The fine avenues which formerly surrounded the town were cut down during the siege. In the neighbourhood are—the villages of Gravelotte, St. Marie, and St. Privas, the scenes of the great battles fought on August 17th and 18th of 1870. On these battle-fields all that remains are here and there square mounds of earth, of which some are covered with turf. Fare of a two-horse carriage to make the tour of the battle-field, 30 francs, and 3 francs to the driver.

In the time of Cæsar, Metz was called Divodurum, and was the capital of the Gallic nation of the Mediomatrici, from whom, in the

## ROUTE 10.

5th century, it took the name of Mettis, whence its modern appellation.

For Metz and Mayence, etc., see Time-tables of the "Chemins des Fer de l'Est," under Paris à Sarrebrück, Mayence, Frankfort, Hombourg, et Wiesbaden. This line extends 228 miles east down the beautiful valley of the Nahe to Bingen on the left bank of the Rhine, opposite Rüdesheim, see page 240. At Neunkirchen, 71 miles east from Metz, a branch of this same railway extends to Mannheim on the Rhine, 143 miles east from Metz; see under Mannheim, page 259.

Another ramification of this line from Benningen extends to Hagenau and Strasburg, see Route 11, page 315.

## ROUTE 10.

## PARIS TO METZ, by VERDUN.

Distance 215 Miles.

See Map of Paris and Brussels to the Rhine, page 178.

PARIS  
MILES FROM

METZ  
MILES TO

PARIS. Start from the railway station of the Chemins de Fer de l'Est, in the Place de Strasbourg. For Time-tables, see under "Paris, Epernay, Chalons, Reims et St. Hilaire-au-Temple, à Verdun," in the Indicateur des Chemins de Fer de l'Est.

2½ NOISY-LE-SEC (pop. 3000). Junction with line to Troyes, 212½ etc.

28 MEAUX (pop. 1150). See Excursion 5 from Paris, page 111. 187

59 CHATEAU-THIERRY (pop. 6600). See Excursion 5 from 156 Paris, page 110.

68 EPERNAY (pop. 12,000). Good refreshment-room. See 127 Excursion 5 from Paris, page 109.

PARIS  
MILES FROM

## ROUTE 10.

METZ  
MILES TO

107 CHALONS-SUR-MARNE (pop. 18,000). Refreshment-room. 108  
Here change carriages. Junction with branch to St. Hilaire, 10 miles north. For description of Chalons, see Excursion 5 from Paris, page 108.

110 LA VEUVE. 105

117½ ST. HILAIRE-AU-TEMPLE Junction. Refreshment-rooms. 97½  
Five miles west by rail is Mourmelon (pop. 7000). Hotel de la Meuse. With the camp of Chalons, occupying 2965 acres. See Excursion 5 for Paris, page 108.

140 VALMY (pop. 500). On the heights of Orbeval is a monu- 75  
ment to the memory of General Kellermann and the soldiers who fell at the battle of September 20, 1792.

147½ STE. MENEHOULD (pop. 5000). Hotel : Metz. Situated on 67½  
the Aisne, in a beautiful valley. It contains the ruins of a former fortress, a parish church founded in the 13th century, with the relics of Ste. Menehould. It is famous for asparagus.

155 CLERMONT-EN-ARGONNE (pop. 1600). Nine miles north 60  
is Varennes-en-Argonne (pop. 2000). Situate on the Aire. Inn : Grand Monarque. At Varennes Louis XVI. and the royal family were arrested by Drouet on June 17, 1791.

The very house, No. 287 Rue de la Basse Cour (M. Ferraux), is still in existence, which was the dwelling of Sauce, the grocer at Varennes, and into which the whole of the royal fugitives were conducted by him as captives. Had not the wife maliciously repressed her husband's inclinations to deliver the king, he might have done this great and signal good ; as there was a passage in his house, which, leading into the open air, might have enabled the whole party to extricate themselves from the premises ; but the wife apprehended it might cost her consort his head.

178 VERDUN (pop. 13,200). Inns : Europe ; Trois Maures. A 58  
picturesque and fortified town on the Meuse, which here becomes navigable.

Among the public buildings, the most remarkable are the Cathedral, representing an odd mixture of styles ; the Episcopal Palace, with its

## ROUTE 11.

Garden ; and the Barracks. The principal manufactures are of sugar-plums and liqueurs, for which Verdun is famous.

<sup>315</sup> METZ (see page 312).

## ROUTE 11.

## METZ TO STRASBURG,

By FORBACH, SAARBRUCKEN, SAARGEMUND, NIEDERBRONN,  
REICHSHOFEN, and HAGENAU.

Distance 126 miles.

A line of 55 miles extends between Treves or Trier and Saarbrücken, which connects this Route with Route 4A, Part 2, Brussels to Luxemburg and Treves ; while Route 19, Part 2, extends from Strasburg to Basel. From Saarbrücken a branch line extends to Mannheim, connecting this route with Route 7a.

See Map of the Rhine, page 280.

METZ MILES FROM		STRASBURG MILES TO
	METZ (see page 312).	126
<sup>22</sup>	FALQUEMONT (pop. 2500). On the Nied.	104
<sup>29</sup>	ST. AVOLD (pop. 3500). On the Roselle, at the foot of the Bleyberg, 922 feet high.	97
<sup>34</sup>	HOMBURG L'EVEQUE (pop. 3000). Ironworks. Ruins of a castle of the 16th century.	92
<sup>38</sup>	BENINGEN-MERLENBACH Junction. Passengers who do not go round by Forbach and Saarbrücken save nine miles by going directly to Saargemünd.	90
<sup>41</sup>	FORBACH (pop. 6100). <i>Inn</i> : Chariot d'Or. At the foot of the Schlossberg.	85
<sup>48</sup>	SAARBRUCKEN (pop. 20,000). On the Saar ; 91 miles west from Mannheim by rail, passing Kaiserslautern and Neustadt. See	78

METZ  
MILES FROM

# ROUTE 11.

STRASBURG  
MILES TO

foot of pages 258 and 259. Junction also with line to Treves, 55 miles north (see page 194). Kaiserlautern (pop. 17,000. *Hotel*: Schwan) is a busy manufacturing town.

SAARBRÜCKEN and St. Johann are two towns on opposite sides of the Saar. In St. Johann are the railway station and the *Hotels* Guepratte and Zur Eisenbahn. In Saarbrücken is the *Hotel* Post. It was on the Spichern heights, immediately to the south of Saarbrücken, that the battle of August 6, 1870, was fought between the Germans and the French.

Nearly a mile south-east from Saarbrücken are the village and church of St. Arnual. It is a most interesting edifice, built in 1315, containing 21 remarkable tombstones of the Nassau-Saarbrücken family.

<sup>59</sup> SAARGEMUND or SARREGUEMINES (pop. 7000). *Hotels*: <sup>67</sup> Paris; Lion d'Or. A quiet town on the Saar. Nine miles south is Saarlbe (pop. 4000), with important salt works.

<sup>71</sup> ROHRBACH (pop. 2000, and 1105 feet above the sea level). <sup>55</sup>

<sup>79</sup> BITSCH (pop. 3500). *Inns*: Metz; Croix d'Or. <sup>47</sup>

Both the town and the fortress are well seen from the station. The latter, which suffered severely during the war of 1870-71, stands on a rock 1386 feet above the sea-level. Between Bitsch, Hagenau, and Strasburg, the country is very picturesque.

<sup>92</sup> NIEDERBRONN (pop. 4000). *Hotels*: Goldene Kette; Vaux <sup>31</sup> Hall; Arbre Vert. Furnished lodgings. Abundance of cold mineral water, impregnated with the chloride of soda, used both in baths and for drinking.

Niederbronn is a large village on the Falkenstein stream, at the foot of the Vosges mountains, much frequented on account of its mineral waters and the beautiful excursions around it. Among these may be mentioned to Weissenburg and Wörth, which, however, are best visited from the next station, Reichshofen.

<sup>95½</sup> REICHSHOFEN (pop. 1500). *Hotels*: Belle Vue, close <sup>30½</sup> to the station; Engel, in the town. Charge for carriage to Weissenburg, passing Fröschweiler, Wörth, and Lembach, 15 to 20 francs. Distance 20 miles across the Vosges mountains, through a beautifully



**METZ**  
MILES FROM

# ROUTE 11.

**STRASBURG**  
MILES TO

wooded country. The battle of Wörth took place on the 6th, and of Weissenburg on the 4th of August 1870.

Reichshofen is the best station to alight at, to visit the ground on which the above battles were fought, which extended from this village to Weissenburg, 20 miles eastwards on the railway between Winden and Hagenau.

**WEISSENBURG** (pop. 6000). *Hotels*: Engel; Löve. A fortified town on the Lauter, 10 miles from Wörth and 20 from Reichshofen. The battle of Weissenburg took place on the heights of Geisenberg, about 2 miles from the town.

Weissenburg has some ancient houses, a parish church of the 13th century, and a Protestant church with a fine bust of Luther.

The railway station is about five minutes' walk outside the walls of the town.

<sup>107½</sup> **HAGENAU** (pop. 12,000). On the Moder. Refreshment-<sup>18½</sup> room in the station.

*Hotels*: Post; Wilder Mann; Schwan.

Junction here by rail with Route "Mayence to Basel." See under Ludwigshafen, page 258.

Hagenau, originally fortified by Frederick Barbarossa, contains one fine edifice, the church of St. George, built in the 12th century. Observe the window over the façade, and the octagonal tower over the transepts, and the turrets of the choir; and in the interior, the high altar, the stone pulpit, and the windows. The church of St. Nicolas, although built in the 13th century, was enlarged and altered in the 15th century.

<sup>120½</sup> **VENDENHEIM**. Junction with line from Nancy. See Route <sup>5½</sup> 12, Paris to Strasburg, page 318.

<sup>126</sup> **STRASBURG**. See Route 12, Paris to Strasburg, page 324.

## ROUTE 12.

### PARIS TO BASEL OR BALE,

By MEAUX, EPERNAY, CHALONS, TOUL, NANCY, STRASBURG,  
COLMAR, and MULHAUSEN.

Distance 401 Miles.

For Time-tables from London, see under "London to Bale, *via* Calais and Paris," in the Continental Time-tables of the London, Chatham, and Dover Railway. And from Paris, under "Relations entre les stations de la ligne de Paris à Avricourt; et celles de la ligne d'Avricourt à Strasbourg et Kehl," in the Indicateur des Chemins de Fer de l'Est, sold at the station.

In Two Parts.

Route 12—Part 1; PARIS to STRASBURG. Distance 312 Miles.

Route 12—Part 2; STRASBURG to BASEL. Distance 89 Miles.

See Map of Paris to Switzerland, and the Index Map.

### ROUTE 12—PART 1.

PARIS  
MILES FROM

STRASBURG  
MILES TO

PARIS. Start from the station of the Chemins de Fer de l'Est, where request a "billet" for Strasbourg by Nancy and Avricourt. Buy also one of their time-tables, 30 centimes or 6 sous. For the details of the stations between Paris and Avricourt, turn up "Paris à Nancy et Avricourt."

<sup>5½</sup> NOISY-LE-SEC. Junction with line to Basel, by Troyes and Belfort. See Route 13, page 333. <sup>308½</sup>

<sup>12</sup> CHELLES (pop. 2100). Church 13th century. In 594 Chilperic was murdered here by order of Frédégonde. <sup>300</sup>

<sup>17½</sup> LAGNY (pop. 4100). Large unfinished church of the 14th century. <sup>294½</sup>

Now follow Meaux, page 111; La Ferté sous Jouarre, page 111; Chateau Thierry, page 110; Epernay, page 109; Chalons sur Marne, page 108, in Excursion 5 from Paris.



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PARIS  
MILES FROM

# ROUTE 12.—PART 1.—BLESME.

STRASBURG  
MILES TO

<sup>127</sup> VITRY-LE-FRANÇOIS (pop. 8100). On the Marne. *Inns*: <sup>185</sup> Cloche d'Or. Founded by François I.

<sup>135</sup> BLESME. Junction with branch to Boulogne, which is the <sup>176</sup> station for the branch line to Neufchateau, in the centre of the mineral-water district of Alsace and the Vosges mountains ; see page 334.

<sup>158</sup> BAR-LE-DUC (pop. 16,000). On the Ornain. In the refresh-<sup>154</sup> ment-room of the station are sold boxes containing 12 small glass pots full of *currant jam*, at from 9 to 10 francs the box. This jam is famous throughout France. Although the berries are entire, the seeds have been removed by means of a quill. *Inns*: Lion d'Or (where the jam is made) ; Commerce ; Grand Cerf. Bar-le-Duc consists of a high and low town ; the latter is modern, and in it are all the best streets, houses, and shops. The other occupying the top and sides of a hill, consists of houses belonging to the poorer classes, yet it contains also the only building of note in the place, the church of St. Pierre (14th century), on the summit of the hill. It has some good painted glass, and in the chapel to the right of the main entrance a large marble font. In the chapel to the right of the high altar is a most singular white marble statue, representing a half-decomposed body. According to the card on the wall, it formed originally part of the mausoleum of René of Chalons, Prince of Orange, killed in 1544 at the siege of St. Dizier, erected to his memory by Louise de Lorraine his spouse, and sister of Francis I. In front of the church is the Musée.

<sup>163</sup> COMMERCEY (pop. 5000). *Inns*: opposite the station, Paris. <sup>129</sup> In the town, Trois Maures ; Cloche, etc. At this station are sold the famous cheesecakes called *Madeleines*, made in the shape of scallop-shells ; they are sold in boxes containing 1 dozen and 2 dozen, and cost 1 and 2 francs the box. These cakes will keep for a long time without spoiling. Before being eaten they should be heated.

By the side of the railway station is the castle of Stanislas Leckzynski (now barracks), in which Voltaire wrote "*Semiramis*" and "*Nanine*."

<sup>191</sup> PAGNY-VAUCOULEURS. A coach awaits passengers at <sup>121</sup> the station for Vaucouleurs, 8 miles south ; see page 339.

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## ROUTE 12.—PART 1.—TOUL

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**199** TOUL (pop. 8000). *Inns*: Angleterre; Metz; Cloche. **113**

Toul, on the Moselle, the ancient Tullum, the capital of the Leuci in the time of Cæsar, offered to the Prussians in the campaign of '70-71 a more determined resistance than any other of the French fortified towns. It possesses a handsome church, **St. Etienne**, which ecclesiologists should not pass by. The façade is in the rich Gothic style of the first-class cathedrals, covered with sculpture, and surmounted by two beautiful towers 246 feet high. In the interior, the arch sustaining the organ loft is nearly flat; there is some good glass, both modern and of the 16th century. In the chapel nearest the north transept is the stone chair (13th century) of St. Gerard; while opposite, at the south transept, is the door that opens into the beautiful cloister, 610 feet long by 437 feet broad. The present edifice belongs to the 13th, 14th, and 15th centuries; while St. Gengoult at the other end of the town belongs to the 13th century. It has also a fine cloister, entrance by north aisle.

From Toul railway station, a coach starts daily to Neufchateau, 27½ miles southward; see page 338. Neufchateau may be approached from Pagny-Vaucouleurs station also.

Nine miles south is Vaucouleurs, 6 miles farther Domremi, and 21 miles beyond Domremi is Neufchateau.

**207** LIVERDUN, on a hill, and still retaining its old towers and **105** walls.

**214½** FROUARD. Junction with line to Metz, 30 miles north; see **97½** Route 9, page 311.

**219** NANCY (pop. 51,000), on the Meurthe. *Hotels*: Europe; **93** Commerce; France; all near each other in the centre of the town. Close to the station is the Hotel Metz; and a little farther off, adjoining the Porte Stanislas, the Hotel Angleterre. *Post-office*, No. 16 Place du Marché, the second house from the church St. Sebastien. The Rue St. Dizier extends from the south side of the Rue Stanislas to the Place du Marché.

Nancy, the ancient capital of Lorraine and the former seat of the ex-King of Poland, Stanislas Leckzynski, who, on being appointed to this dukedom in 1736, through the interest of his son-in-law Louis XV. took the title of Duc de Bar et de Lorraine. He was beloved by his new subjects, and among them he at last tasted the pleasure he had so

## ROUTE 12.—PART 1.—NANCY.

long desired,—the pleasure of making men happy. He embellished Nancy and Lunéville, and created in both of them useful public institutions. He died in 1766, when his duchy became a part of France.

Nancy is entered from the railway station by the *Porte Stanislas*, whence the *Rue Stanislas* leads directly down to the *Place Stanislas*, passing on the right hand the *Place Dombasle*, with a statue, by David of Angers, to the memory of the agriculturist Dombasle. The statue of Marshal Drouot, in the *Cours Leopold*, is also by David. The *Place Stanislas*, ornamented with gilded iron gates and two fountains, contains the *Hotel de Ville*, the *Episcopal Palace* (*Eveché*) and the *Theatre*, all plain buildings. In the centre is the statue of Stanislas, facing the large triumphal arch erected by him to his son-in-law Louis XV. Through this arch is the *Place Carrière*, terminating with the *Hotel du Gouvernement*. On the right of the *Place Carrière* is the *Cour d'Appel*, and on the left the *Tribunal de Commerce*. The fine crocketed spire, seen from the statue of Stanislas beyond the *Hotel du Gouvernement*, belongs to the church of *St. Epvre*, recently constructed; while behind the Government house are the *Musée Lorraine* in the *Ancien Palais Ducal*, and the *Eglise des Cordeliers*, both in the *Grande Rue*. The road passing through the gate in the corner opposite the right hand of the statue leads into the pleasant park of Nancy, called the *Pépinière*. In the corner behind the right side of the statue is the *Rue de la Constitution*, which leads to the *Cathedral*, built in 1700 in the composite style. The three paintings in the chapel, at the end of the right or south aisle, are by Girardet; and the two behind the high altar, by Claude Charles. The cupola is painted by Claude Jacquart. The four statues at the altars, in the opposite ends of the transepts, are by Nicolas Dreuin.

In the first storey of the *Hotel de Ville* is the *Picture Gallery* (*Musée de Peinture*), open on Sundays and Thursdays from 11 till 4. The roofs of the staircase and of the ball-room are painted in fresco, by Girardet.

To visit the *Musée Lorraine* in the *Ancien Palais Ducal*, go to the house opposite the Palace, No. 65 *Grande Rue*, where the keeper resides. All that remains of the palace is the façade, 15th century, and the hall containing the museum. Adjoining the palace is the church of the *Cordeliers*, built in the 15th century. It contains several *Mausoleums*, of which the best are those of the wife of René II. in the second chapel

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to the left of the entrance, consisting of a reclining figure in white, black, and grey marble; and the second to the right of the high altar, the mausoleum of René II. Opposite is the mausoleum of Leopold, Duc de Lorraine, and next the altar that of Charles de Lorraine. A passage to the left of the altar leads to the **Chapelle Ronde**, with a cupola of stone hewn on the spot, 98 feet high. Under it, on the high altar, is a very fine marble statue of the Virgin Mary. Round the walls are seven black marble sarcophagi, and under them the names of the 77 princes and princesses buried in this chapel.

Nancy is famous for some particular kinds of sweetmeats, for the manufacture of artificial flowers, and for beautiful cambric embroidery.

**223** **BLAINVILLE**. Junction with branch to Port d'Atelier, 78 <sup>79</sup> miles south (see Route 20). This junction line passes Xertigny, the station for Contrexéville; and Ailvilliers, the station for Plombières; and St. Loup, the station for Luxeuil. See "Alsace, and Mineral Waters in the Vosges mountains," page 338.

**226** **LUNEVILLE** (pop. 16,000), situated between the Meurthe and <sup>73</sup> Vezouze. Junction with branch to St. Die, 31 miles south. See "Alsace, and the Mineral Waters in the Vosges mountains."

**Hotels.**—Vosges, in the Rue de la Gare, before reaching the Place Leopold. Farther in the town the Hotel Faisan.

From the station the Rue de la Gare passes straight up the town through the Place Leopold, whence, under the name of the Rue des Capucins, it extends to the Rue d'Allemagne, which it joins at right angles. At a short distance to the right of this is the entrance to the delightful park, called *Les Bosquets*. After entering the park, the road to the left leads to the chateau built by the Dukes of Lorraine, in which King Stanislas resided. It is now a magnificent cavalry barracks. Just after having passed the Place Leopold, a narrow street to the left leads to the parish church of St. Jacques, built in the last century, and containing some good carved work and pictures.

**250** **EMBERMENIL**. French custom-house station and French <sup>63</sup> time.

**255** **AVRICOURT**. German custom-house station. Junction with <sup>57</sup> branch to Dieuze, 14 miles north.

Dieuze (pop. 4000) possesses important salt mines, from which salt



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has been extracted for the last 800 years. It was the Decem-Pagi of the Romans. *Inn*: Lion d'Or.

<sup>238</sup> SAARBURG or SAAREBOURG (pop. 3500), on the Sarre. Good <sup>44</sup> draught ale sold at the station. *Inn*: Hotel de la Providence. This insignificant village occupies one of the most important entrances into the Vosges. From this to Saverne is the most picturesque part of the route between Paris and Strasburg.

<sup>278</sup> LUTZELBOURG (pop. 1000). *Inn*: Cigogne. Situated in <sup>34</sup> the midst of rocks and trees. The ruins of its castle overlook the station.

This is the station for Phalsburg, 3 miles northwards by coach (pop. 6000). *Inns*: Ville de Bale; Cheval Noir. A fortified town, renowned for its liqueur de Noyau and Kirschwasser.

<sup>285</sup> SAVERNE or ZABERN (pop. 7000). *Hotels*: Soleil d'Or; <sup>27</sup> Bœuf Noir. The town is close to the station, on the river Zorn and the Marne and Rhine canal. The most prominent building is the Chateau, the ancient palace of the bishops of Strasburg, rebuilt in 1780 by the Cardinal de Rohan, and restored by Napoleon III., by whom it was converted into a retreat for the widows of high civil and military functionaries. The parish church was commenced in the 12th century.

The principal excursions are to the Haut-Barr and to the Greifenstein, castles on the tops of two mountains. The former on the left, and the other on the right side of the canal. For the Haut-Barr follow the railway side of the canal the length of the high bridge, and thence by a number of cross roads to the first house on the hill; where turn to the right, and ascend the hill to the left. There a sign-post will be found, indicating in French and German the rest of the way to the Haut-Barr.

For Greifenstein follow the *railway* side of the canal for about a mile, where some stone steps on the bank lead down to the road opposite a bridge over the Zorn. Cross this bridge and the railway also, and take the path behind the house to the left. In about half-an-hour Greifenstein is reached. When at Greifenstein the road in front leads in about 40 minutes' walk to the Grotte de St. Vite.

Among the ruins of the Haut-Barr is a house where beer, deliciously

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cool, is sold. At about a quarter of an hour's walk behind Haut-Barr is the castle of Gœrolseck, and at about the same distance beyond Fritzsches. But all that is to be seen there is seen best from the Haut-Barr.

There are many other excursions, but few will care to devote more time to Saverne. From Saverne diligences go to Wasselonne (*Inn*: Pomme d'Or)—distance  $8\frac{1}{2}$  miles,—at the entrance into the valley of Kronthal, whence rail to Strasburg, by a short branch line passing Molsheim, situated on the Bruche, famous for its Finkenbergrhein.

**306½** VENDENHEIM. Junction with branch from Hagenau, 13  $\frac{5}{8}$  miles north; whence to Metz, Carlsruhe, and Stuttgart, or by Neustadt to Heidelberg. See Route 11, Metz to Strasburg, page 315; and Route 7B, Frankfort to Verona by the Brenner Pass, page 261.

**312** STRASBURG (pop. 85,000). *Hotels*: *Hotel de la Ville de Paris*, at the part of the Rue de la Mesange where it joins the Promenade, or Place Broglie; at the other end of this promenade is the theatre. In the Place Kleber is the Hotel Maison Rouge, and in the same Place the building containing the Picture and Sculpture Galleries. In the Place Gutenberg the Hotel du Commerce, next the Post-office and near the Cathedral. In the Place du Corbeau the Hotel du Rhin; and in 119 Grande Rue the Hotel Vignette. Opposite the station the Hotel de l'Esprit.

The Cathedral is closed from 12 till 2.

Tickets to ascend the tower are sold at the entrance of the southern tower. Ticket for the platform,  $\frac{1}{2}$ -franc; to the pinnacle of the steeple, 1 franc.

English Church service in the Hotel de la Ville de Paris.

The best places from which to buy the famous Strasburg goose-liver pasties (*patés de foie gras*), are at the large establishment of *Henri*, No. 5, Rue du Dome, or from the shop of *Doyen*, No. 13 on the same side of the same street. The Rue du Dome extends in a straight line from the eastern end of the Cathedral to the Promenade Broglie. The poor geese, when about to be fattened, are confined in stalls so narrow that they cannot turn round, and maize is crammed down their throats three or four times daily for at least three weeks. These stalls are frequently ranged in cellars.

## ROUTE 12.—PART 1.—STRASBURG.

Strasbourg was at one time famous for snuff. It is needless to say that the beer brewed here is held in high repute.

*Cabs* holding from two to four, the drive (course), 80 centimes ; the hour, 2 francs. Cabstands all over the town. At No. 1 Place Kleber is the Bureau of the Omnibuses ; among others, one goes to the Park of Robertsau.

*Railway-station*, north side of town, not far from the Place Kleber. There is also a branch station for Kehl.

Strasbourg is a strongly fortified town, surrounded by bastioned walls pierced by seven gates, and defended by a pentagonal citadel, with outworks extending to the Rhine,  $1\frac{1}{2}$  mile distant.

The Ill flows through the town in two semicircular branches, which re-unite at the bridge where the river leaves the city.

The principal squares are the Place Kleber, with a monument to that hero, born in Strasbourg in 1753 ; and the Place Gutenberg, with a monument to Gutenberg, who had a printing-office in Strasbourg.

In nearly the centre of the city stands the **Cathedral**, founded originally in 504. The present building was commenced in 1015, and finished in 1439. The western front, over which rises the tower, was commenced in 1277. The doorways are so exquisitely embossed, and the red stone so toned by age into a deep brown, that the sculptured chasing of the arches looks more like old oak-carving than stone work. Over these are four equestrian statues in niches, of which three—those of Clovis, Dagobert, and Rudolph of Hapsburg—were placed there in 1291, and the fourth—that of Louis XIV.—in 1828. Other equestrian statues are being made for the vacant niches. Higher up still is the Rose or Marigold Window (43 feet in diameter), with such delicate tracery spreading from the centre, that one might fancy it a garden-spider's web spun in stone.—*See Mayhew's Rhine.*

Of the towers over the façade, the northern alone is finished. It is 466 feet high, or 16 feet higher than the Great Pyramid ; 18 feet higher than St. Peter's at Rome ; 31 feet higher than the chimney of St. Rollox of Glasgow ; 49 feet higher than the spire of the cathedral at Rouen ; 128 feet higher than St. Paul's of London ; and is ascended by 633 steps.

On the top of the southern tower, 230 feet above the street, is a spacious platform, provided with telescopes. Here is the house of the bell-man and watchman, and here a glass of beer can be had. Below is

## ROUTE 12.—PART 1.—STRASBURG.

the town, or rather the roofs of the houses ; to the east is the Black Forest ; to the west and north the Vosges mountains ; and to the south the Kaiserstuhl, with the Jura mountains in the background. Among the names scratched on the wall are Voltaire's and Goethe's. Thus far the visitor is allowed to ascend alone ; from the platform he is accompanied to the top of the northern tower by a watchman, which, for most people, will be found high enough. From the top of this tower a very narrow, and not in the least dangerous, staircase leads to the top of the spire.

The entire length of the edifice is 525 feet, and 195 feet wide. The roof of the nave is 95 feet high, supported on 16 detached and 4 attached massive clustered columns, in two rows.

The most remarkable objects in the interior are : the three tiers of beautifully stained windows, of which the best are of the 14th century, by Kirchheim, "the very glory of colour ;" the organ, built by Silbermann, in 1704 ; the fine stone pulpit, erected by John Hammerer, in 1486, adorned with nearly 50 statuettes. The sound-board was put up in 1824.

In the south transept, or to the right of the high altar, standing with the face towards it, is the astronomical clock, constructed by Schwilgue, who commenced it in June 1838, and finished it at the end of 1842. It occupies the place of a less perfect one, completed in 1574, by the brothers Isaac and Josiah Habrecht, and which ceased to go in 1789. This first clock is still to be seen, along with many other architectural curiosities connected with the cathedral, in that curiously old gabled house called the *Euvre-Notre-Dame*, on the south or chateau side of the cathedral.

The present clock is set to Strasburg time, 22 minutes before Paris time, and the crowing of the famous cock takes place at 12 midday. A crowd is always waiting to hear and see the performance. Get, if possible, a place well back close to the wall, and do not be induced to go forward by any beckoning of the beadle. While waiting for the hour to strike, observe the position of the cock, perched high up by himself to your left. Also that above the clock stands the figure of Death, with a bell on each side, and above him that of our Lord. Just before the hour strikes a man cautions spectators to beware of their purses. In due time a tiny figure enters the compartment where Death stands, and strikes the quarters on the smaller bell, and afterwards Death

## ROUTE 12.—PART 1.—STRASBURG.

himself strikes slowly the hour on the large bell standing by his right hand. While he is thus engaged, the twelve Apostles pass in single file in procession before our Lord, each in turn gravely making him a bow, which he acknowledges by giving each his blessing. While this is going on, the cock, after vigorously flapping his wings, gives three times a joyous crow, with a considerable pause between each. In front of the clock is the statue of Bishop Wernher.

Going forward and descending a few steps, we enter "the most ancient chapel in the cathedral—that of St. Andrew," containing the tomb of Heinrich von Hasenburg, who died in 1190. On the other side of the chancel, in a similar chapel, also very old, is the tomb of Conrad of Lichtenstein, who died in 1299. Near the entrance to this chapel is the delicately sculptured stone baptismal font by Dotzinger, who died in 1449. The first chapel next the north transept is St. Laurence's, originally the oldest, but rebuilt in 1505. Exactly opposite, in the south aisle, is the chapel of St. Catherine, with the tomb of Conrad Bock, who died in 1480. This work is remarkable for the manner in which the figures surrounding the bed of the dying man are grouped. Below the chancel is a crypt, probably part of the church built by Bishop Wernher at the beginning of the 11th century. The group of figures at the entrance represents our Lord and his disciples on the Mount Olivet.

High up the Ill, on the left bank, is the Protestant Church of St. Thomas, containing the monument by Pigalle to Maréchal Saxe. Death is raising the lid of his coffin, to which he is marching down, while weeping France tries to retain him. When the church is shut, as it generally is, those who desire to see this, the masterpiece of Pigalle, must apply at the house of the beadle contiguous to the church.

The north-east portion of the town is occupied with buildings connected with science and war, although, unfortunately, the former has a very small share of the space. On the right bank, and a short way inwards from the second lowermost bridge, are the Botanic Gardens, small and crowded; and a little beyond, the University (Académie), containing the Natural History Museum. The medical department is in the Rue d'Or, near the town hospital. The Lycée and Seminary are in large buildings adjoining the cathedral.

All the other wide-spreading buildings are barracks, hospitals,

## ROUTE 12.—PART 1.—STRASBURG.

arsenals, or stables, etc., extending to the esplanade; and beyond it the citadel, through which is the road to Kehl.

Among the peculiarities of Strasburg must not be omitted the storks, which in April commence to build their nests on the tops of the chimneys, or rather on the bricks over the mouths of the chimneys. There are about fifty nests every year. They also visit many of the neighbouring towns and villages. As, however, coal instead of wood is being now more generally used, the number of their nests is diminishing. Strasburg has two parks, both outside the fortifications—the Con-dade and the Robertsau, for which an omnibus starts from No. 1 Place Kleber.

A great variety of easy and agreeable excursions are afforded by that small branch line westwards from Strasburg. At Molsheim it divides into two branches, one going southwards and the other northwards. Of these the former leads to the more interesting places. The northern branch goes to Wasselonne, 21 miles distant, passing numerous small villages; and from Wasselonne a diligence from the station goes to Saverne, see page 323. 2½ miles from Molsheim is Sultz les Bains, with a bathing establishment supplied by cold mineral springs, containing bromine, iodine, etc. From Mutzig a diligence goes to Schirmeck, 14 miles westwards; whence another diligence goes to St. Dié station, 24 miles south-west. From Schirmeck, Mount Donon, 3315 feet high, is ascended, see page 345.

By the south branch, 3¼ miles from Molsheim, or 16 from Strasburg, is the village of Rosheim (pop. 4100), with mineral waters containing lithine. Here those alight who wish to visit the castle of Girsbaden, 7 miles westwards by the village of Mollkirch, 5¾ miles from Rosheim. Continuing the line 3¼ miles south from Rosheim is Obernai (pop. 6000); station for Sainte Odile, 9 miles west, for which diligences start from the station. For the Time-tables to visit the places on this branch line from Strasburg, see under “Relations entre Strasbourg et les stations des lignes de Barr, Mutzig, et Wasselonne,” in the “Indicateur des Chemins de Fer de l’Est.”

12 miles from Strasburg, on the opposite (east) side of the Rhine, is the station of Appenweier, on Route 7A, Frankfort to Basel, page 255.

## ROUTE 12.—PART 2.

## STRASBURG TO BASEL.

Distance 89 miles.—Time, 3½ hours.

This line passes between the Rhine and the Vosges mountains. See Map of Paris to Switzerland, page 318.

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STRASBURG. French money taken at the station.

89

6 GEISPOLSHEIM (pop. 3000). Church 1771.

88

8 FEGERSEIM (pop. 2000). Station for ruins of Guirbaden on a cliff above Rosheim (pop. 4000).

81

17½ BENFELD (pop. 3200) on the site of the Roman Elcebus, destroyed by the barbarians in the 5th century. A coach from this station runs to Barr, on the small branch line from Strasburg; see page 328.

71½

23 EBERSHEIM (pop. 2000). Two miles distant is Ebermünster (pop. 12,000), where Duke Athic founded, in 667, the monastery of the Sanglier.

66

Beyond Ebersheim, and above Dambach (pop. 35,000), is the castle of Berstein, 11th century; and farther south, the ruins of the castles of Ortemberg, above Scherwiller (pop. 3000); and Ramstein, above Chatenois (pop. 4000). All seen from the line.

28½ SCHLETTSTADT (pop. 11,000). *Inns*: Bouc; Aigle. The two castles seen from this station are Hohenkönigsburg and Kientzheim.

60½

Schlettstadt is an interesting though poor town, surrounded by strong fortifications. The streets are narrow and crooked, and many of the houses curiously gabled. The churches of Sainte Foi and of St. George are so near each other that, standing between them, it is easy to distinguish the difference of their styles of architecture. Saint George, although commenced in the 13th century, was not finished till the 16th, to which period the beautiful glass of the windows belongs. Sainte Foi was built nearly entirely in the 11th century. The church of the Recollets is at some distance and abandoned. The clock tower, with four small turrets, is in the Chemin Neuf.

Within little more than a mile is the castle of Kientzheim. But the

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## ROUTE 12.—PART 2.—COLMAR

BALE  
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grand excursion is to the massive and imposing ruins of the castle of Hohenkönigsburg, reached however more easily,  $1\frac{1}{2}$  hour, from the neighbouring station of Saint Hippolyte, 2 miles south. A picturesque road leads from Schlettstadt to Hohenkönigsburg by Kientzheim, and from Hohenkönigsburg to Sainte Odile. For Sainte Odile and the Heidenmauer, see under Excursions from Strasburg, page 328.

Branch line from Schlettstadt to Mariakirch, 14 miles west, and thence by coach by a beautiful road to St. Dié, on the other side of the Vosges. This branch line and the branch from Lutterbach are the two best entrances into the Vosges mountains ; pages 342 and 345.

30 SAINT HIPPOLYTE (pop. 2600). About a mile from its 59 station, situate at the foot of the conical hill on which is perched the castle of Hohenkönigsburg.

34 RIBEAUVILLE (pop. 8000). Situate  $2\frac{1}{2}$  miles from the 55 station. *Inn* : Mouton. Temple Protestant.

This little town, hemmed in between vineclad mountains, has some 15th and 16th century houses, and a parish church belonging to the 14th century. Up the valley at the extremity of the town are important cloth manufactories.

The ruins of three castles — Saint Ulrich, Geistberg, and Hoch-Rappolstein—occupy the summits of hills immediately behind the town, the first and the last being distinctly seen from the station. To reach them, walk straight up the town from the inn Mouton, and take the first steep path to the right by the old wall, then the first path left. The lowest and largest castle is Saint Ulrich ; then, at a little distance, Geistberg ; and about 210 feet above both, Hoch-Rappolstein, whose round keep of the 14th century resembles a telegraph tower.

39 BENNWIHR (pop. 1200). Station for Kayserberg (pop. 3500) 50 and Kientzheim (pop. 1300).

42 COLMAR (pop. 24,000). *Hotels* : Trois Clefs ; Trois Rois— 47 both near each other in the Grande Rue.

An ancient and curious town on the Lauch, 10 miles from the Rhine. From the railway station by the Rue Bruat we pass the Promenade, called the Champ de Mars, having at the railway end the Prefecture and gardens ; and in the centre the statue of Bruat. At the head of



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## ROUTE 12.—PART 2.

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MILES TO

the Champ de Mars in the semicircular street called the Rue des Clefs, which, with the Grande Rue, form the principal thoroughfares.

Numerous narrow streets from the Grande Rue lead to the Cathedral (13th and 14th centuries). The façade, supported by four strong projecting buttresses, has a tower only on the south corner. The pulpit, the glass behind the altar, etc., and a painting of the Virgin and Child by Schoengauer in the sacristy, deserve notice.

By taking the street in front of the corner of the façade, we pass first, on the right, a church built in the 13th century, now used as the corn market; and afterwards a large building, the military hospital. Here turn to the right. The first building is the theatre, and adjoining it a Dominican church of the 13th century. In this church are the Museum, the Picture Gallery, and Library containing above 40,000 volumes and 500 MSS., and the first Bible printed in German in 1466, by Eggenstein of Strasburg. In this square, called the Place des Unterlinden, are the statues of Schoengauer and Pfeffel. There are many 15th and 16th century houses in the town.

From Colmar branch line to Münster, page 344.

- <sup>45</sup> EGUISHHEIM (pop. 2000). First station south from Colmar. <sup>44</sup>  
Those three towers on the mountain, 2 miles west from the village, belonged to a castle built in the 11th century.

- <sup>50</sup> ROUFFACH (pop. 4200). *Inn*: Ours. <sup>39</sup>

This, the Rubeacum of the Romans, is situated on the Lauch. The parish church is of the 12th century. The Hotel de Ville contains a bust by David, of Maréchal Lefèvre, a native of this town. Here also is the Judenfeld, where in the 13th century the Israelites used to be burned.

- <sup>65</sup> LUTTERBACH. Junction with branch line to Wesserling <sup>24</sup>  
17½ miles west, in the heart of the Vosges mountains. From Wesserling there is a beautiful road among pine trees and lakes to Gérardmer, whence another coach goes to Remiremont. This and Schlettstadt are the two finest entrances into the Vosges mountains. For Gérardmer, see page 344; and Remiremont, page 341.

- <sup>68½</sup> MULHAUSEN (pop. 60,000). Junction with line from <sup>20½</sup>  
Troyes into Switzerland. *Hotels*: Fronting the station, La Paix, and at the side Pfeister. In the town, in the Place du Nouveau Quartier.

STRASBURG  
MILES FROM

## ROUTE 12.—PART 2.

BALE  
MILES TO

Les Drapeaux ; and a little way up the Rue Sauvage, the Hotels Romann ; Wagner.

This town is famous for its manufactures of cotton prints and muslins. From the station enter the town by first stone bridge to the right, and pass up by the Rue Riedesheim to the Place du Nouveau Quartier. Behind it is an arcaded triangle, at the base of which is a large building containing the Bourse, the Société Industrielle, and the Industrial Museum. Beyond the Place du Nouveau Quartier is the principal street, the Rue du Sauvage, extending under various names to the other extremity of the town.

The beautifully crocketed spire and pinnacles seen from this street and the station belong to the Protestant church of St. Stephen, a most elegant and graceful edifice, built in the florid Gothic style, and finished in 1860. It stands on the site of a former church which belonged to the Catholics. In this same place is rather a curious building, the Halle au Blé (corn market) ; and following the street in front of St. Stephen, we come to a very large covered market, where vegetables, cheese, fruit, shoes, etc., are sold. In this neighbourhood is the parish Catholic church, also recently built, but in the simpler and more chaste style of the early perpendicular.

<sup>72</sup> REXHEIM (pop. 4000). With paper-mills.

17

<sup>85</sup> ST. LOUIS or LUDWIG (pop. 2000). German custom-house station. Coach awaits passengers for Hünigen.

4

<sup>89</sup> BASEL or BALE (pop. 32,000). *Hotels* : Trois Rois ; Tête d'Or ; Cigogne.

*Railway Stations.*—Passengers who reach Basel by Route 7A, or by the railway on the east side of the Rhine, arrive at the Baden Railway station on the northern side of the town, or on the Little Basel side. The railway from this station runs eastwards to Neuhausen, the station for the falls of the Rhine, Shaffhausen, and Constance on Lake Constance or the Bodensee. Passengers who arrive at this station with the intention of proceeding direct to Bern, Luzern, or any of the towns in the interior of Switzerland, must drive over to the Central Railway station, situated at the south-east corner of Basel, by the Post omnibus, which awaits passengers outside the station ; fare, 1 franc each. There are also cabs and omnibuses for the hotels. Passengers reaching Basel by Routes 13 and 15, or by the railways on the west side of the Rhine, arrive at the Central Railway or Swiss Railway station, situated in the new part of Basel. On the façade of this station are two clocks, one with Swiss, and the other with French time—the former being 22 minutes before the latter. At this station the Post omnibus awaits passengers who require to go to the Basel station. Omnibuses from the hotels also await passengers. At both stations sovereigns are taken for 25 francs 10 centimes.

# ROUTE 13.

## PARIS TO BALE,

By FLAMBOIN, TROYES, CHAUMONT, VESOUL, BELFORT, and  
MULHAUSEN.

Distance 326 Miles.

Time by quick trains, 13 hours. For Time-table, see under "Paris à Belfort," in "Indicateur des Chemins de Fer de l'Est."

See map of Paris to Switzerland, page 318.

PARIS  
MILES FROM

BALE  
MILES TO

PARIS. Start from the station of the Chemins de Fer de l'Est. 326  
5½ NOISY-LE-SEC (pop. 3000). Here the line separates from 320½  
the route to Bale by Epernay, Nancy, and Strasburg. See Route 12.

24 GRETZ-ARMANVILLIERS. Junction with branch to 302  
Coulommiers, 24 miles eastwards. See Excursion 6 from Paris,  
page 113.

55 LONGUEVILLE. Junction with branch to Provins, 4 miles 271  
distant.

60 FLAMBOIN. Junction with branch to Montereau, 16 miles 266  
westwards, on Route 14, Paris to Neuchatel; and on Route 24, Paris  
to Turin.

69 NOGENT-SUR-SEINE (pop. 4000). 257

Five miles south, in the village of St. Aubin (pop. 700), are the ruins  
of the "Abbaye du Paraclet," where the mausoleum of Heloise and  
Abeilard, now in the cemetery of Père la Chaise, originally stood. Nogent  
is also the station for Villenauxe (pop. 300), 8 miles northwards, with a fine  
15th century church and some picturesque timber houses.

74 PONT-SUR-SEINE (pop. 1000). Some "Dolmens" or 252  
Druidical stones in the neighbourhood.

80 ROMILLY-SUR-SEINE (pop. 5000). With manufactories 246  
of hosiery. One mile and a quarter from Romilly is Scellières, where

PARIS  
MILES FROM

## ROUTE 13.—CHAUMONT.

BALE  
MILES TO

Voltaire was buried, and where his body remained 13 years, till it was transported to the Pantheon of Paris.

104 TROYES (pop. 37,000). See Excursion 6 from Paris, page 222  
114. Refreshment-rooms at the station.

Junction with branch line to Bar-sur-Seine (pop. 3100), 20 miles south-east. A well-built town between a hill and the Seine, with pleasant walks and a fine 16th century church. 22 miles beyond is Chatillon-sur-Seine, (pop. 5000). Its parish church, St. Vorie, 10th century, has some fine frescoes. A branch line from Chatillon extends 22 miles west to Nuits-sous-Ravieres, on the Paris and Dijon line, page 350.

124 VENDEUVE (pop. 3000). On the Barse. With crockery and 202  
linen manufactories. It contains an ancient cemetery, a castle of the 12th century repaired in the 17th, and the church of St. Pierre, in the Renaissance style, with fine pulpit and altar.

131 JESSAINS. Station for Brienne-Napoleon 10 miles north- 195  
wards.

BRIENNE (pop. 3000. *Hotel*: Des Voyageurs) possesses a fine chateau built in 1780. In the square is a statue of Napoleon I., in the uniform of the military college, which formerly stood here, and which he attended from April 1779 to October 1784.

137 BAR-SUR-AUBE (pop. 3000). *Inns*: Poste; Pomme d'Or. 189

A pretty town at the foot of Mount St. Germaine. The parish church, St. Maclou, is from the 12th to the 14th centuries; and St. Pierre, from the 12th to the 13th centuries.

145 CLAIRVAUX-SUR-AUBE (pop. 1300). About a mile from 181  
the station. The village contains ironworks, ruins of an ancient castle, and a large monastery, founded in 1115, now converted into a prison.

155 BRICON. Junction with branch to Chatillon, 27 miles west. 171

For this junction see under "Paris et Bricon à Chatillon-sur-Seine," in the "Indicateur des Chemins de Fer de l'Est."

163 CHAUMONT (pop. 9000). *Hotels*: Ecu; Poste; Commerce. 163  
Refreshment-rooms at the station.

Junction with Paris and Strasburg line by a branch to Blesme, 56 miles northwards. From this branch another from Boulogne extends to Neufchateau, 31 miles north-east, or 38 from Chaumont; and another from St. Dizier to Vasse, 15 miles south-west. For the Blesme branch,

PARIS  
MILES FROM

## ROUTE 13.—LANGRES.

BALE  
MILES TO

see under "**Paris à Chaumont et à Gray par Blesme.**" For the Neufchateau branch, see under "**Paris, Chaumont, Blesme, et Boulogne, à Neufchateau,**" in the "**Indicateur des Chemins de Fer de l'Est.**"

The quiet town of Chaumont possesses a church, St. Jean Baptiste, commenced in the 13th century, of which, however, the spire, in the flamboyant style, was rebuilt in the 16th. The tower, Hautefeuille, built in the 10th century, is all that remains of the palace of the Counts of Champagne.

**185** LANGRES (pop. 9000). *Hotels*: Poste; Europe.

**141**

The omnibus requires 40 minutes to go from the station to the town, which is perched on the top of a hill. The principal street runs from north-west to south-east. At the north-west end are avenues of elms and the fine gateway called the **Porte des Moulins**. From the **Porte** we pass first the College and then the Cathedral **St. Mammes**, 309 feet long, and height of roof 90 feet. The façade, in the Roman style, was finished in 1761, but the greater part of the rest of the church belongs to the 12th century. It contains some good pictures and statues; and in the chapel to the left on entering, a baptismal font of the 13th century. The street in front of the cathedral leads to the Museum and Picture Gallery, only a few yards distant. South-east from the cathedral is a "**Porte,**" re-constructed in 1851. This is the best part from which to commence a walk round the ramparts, 1094 yards in circuit, and commanding extensive views.

To the right of the gateway, on descending from the town to the station, is an arch built in the wall, which dates from the middle of the 3d century. It is close to the gateway leading up by the **Rue aux Chevres** to the **Hotel de Ville**.

The *Post-office* is in No. 16 **Rue Neuve**, and near it the Church of **St. Martin**, partly of the 13th century, with a tower 170 feet high. The crucifix over the altar was sculptured by Gentil in the 16th century.

Three miles east from Langres are "**les sources**" of the river **Marne** and a large cave; carriage to and from, 6 fr.

Denis Diderot, the philosopher and encyclopædist, was born here in 1713. He was one of that group of the last century who, unable to distinguish between superstition and religion, vainly strove to extinguish religion itself.

**191** CHALINDREY. Refreshment-rooms. Important junction, **135**

PARIS  
MILES FROM

## ROUTE 13.—BOURBONNE.

BALE  
MILES TO

28 miles south from Gray Junction. Time-tables under "Paris et Chalindrey à Gray."

**204** LA FERTÉ BOURBONNE (pop. 1000). This is the station **122** where coaches await passengers for Bourbonne les Bains, 10 miles northwards; to Contrexéville, 19 miles east; and Vittel, 22 miles east—all famous for their mineral baths.—See pp. 339 and 340.

Bourbonne-les-Bains (pop. 5000. *Hotels*: Commerce; Tête de Bœuf; etc. etc.) is situated in a hilly and salubrious country, and much frequented on account of its saline springs, which in their constituents resemble those of Wiesbaden; temperature, 114° to 148° Fahr. They are "highly efficient in cases of the enlargement of the liver and spleen from intermittent fevers;" and are "likewise recommended in rheumatic complaints."—*Dr. Lee*.

**224** PORT D'ATELIER. Junction with branch line connecting **102** this line with the Nancy and Strasburg line, at the station of Blainville, 78 miles northwards, and 14 miles east from Nancy. This branch line passes, at 15½ miles north from Port d'Atelier, St. Loup Luxeuil, where coaches await passengers for Luxeuil, 7 miles eastwards, and 13 miles west from Plombières. For description of Luxeuil, see page 337. 13 miles north from Porte d'Atelier, on this same branch line, is Aillevillers, where coaches await passengers for Plombières, 7½ miles eastwards. For description of Plombières see page 342.

**237** VESOUL (pop. 8000). Here commences the junction line to **89** Gray, 31 miles south-west; and thence other 23 miles in the same direction is Auxonne, on the Paris and Dijon route to Neuchatel. See Route No. 14, page 354.

Vesoul is a well-built town, situated on the junction of the rivers Durgeon and Colombine, at the foot of a hill covered with vineyards and reaching the elevation of 1452 feet above the level of the sea. The parish church was built in 1745, the Palais de Justice in 1765, and the barracks in 1777. *Inns*: Cigogne; Madeleine; Aigle Noire.

**255** LURE (pop. 4000). Containing an old abbey founded in the **71** 7th century.

At this station a coach awaits passengers for Luxeuil, 11½ miles northwards.

PARIS  
MILES FROM

## ROUTE 13.—LUXEUIL.

BALE  
MILES TO

Luxeuil (pop. 4200). *Hotels*: Lion d'Or; Lion Vert; etc.

Luxeuil is an ancient town on the Breuchin, the efficacy of whose mineral waters was known to the Romans. The edifices of chief interest are—a Roman aqueduct; a church of the 14th century; the Hotel de Ville, 15th century; and the large bathing establishment in the centre of a beautiful park, plentifully supplied with alkaline water from 14 springs; temperature, from 84° to 120° Fahr. The duration of the bath is about an hour, and the treatment from 15 to 30 days. They “are most serviceable in some forms of gout and rheumatism, especially in susceptible subjects, and in affections where a sedative rather than a stimulating medication is required.”—*Dr. Lee*. Luxeuil is 12½ miles from Plombières.

<sup>276</sup> BELFORT (pop. 9000). Well seen from the railway. Good <sup>50</sup> refreshment-rooms. *Hotels*: Ancienne-Poste; etc.

A small town, situated at the base of high cliffs, with strong fortifications, famous for the opposition offered to the Germans in the war of 1870-71.

At Belfort is the junction of the branch which connects this line with Dijon, 92 miles distant; passing Montbeliard, 11 miles distant; Besançon, 59 miles distant; Labarre Junction, 77 miles distant; Dôle Junction, 88 miles distant; and Auxonne Junction, 97 miles distant. See for this branch under “Dijon à Belfort, Auxonne, etc.,” in the “Indicateur des Chemins de Fer de Paris à Lyon.” A little beyond Belfort is Montreux-le-Vieux (French custom-house station), where the line traverses two large viaducts.

<sup>289</sup> DANNEMARIE or DAMMERKIRCH (pop. 1146). German <sup>37</sup> custom-house station.

<sup>295</sup> ALTKIRCHEN (pop. 4000). Well seen from the station, <sup>31</sup> especially the parish church, standing upon an eminence, on the site where stood formerly the castle of the Dukes of Austria.

<sup>306</sup> MULHAUSEN (pop. 60,000). See page 331. <sup>20</sup>

<sup>322</sup> ST. LOUIS (pop. 2000). Where passengers from Switzerland <sup>4</sup> alight to have their luggage examined by the German custom-house officers.

<sup>326</sup> BASEL or BALE 401 miles from Paris by Route 12.

*Hotels*: Trois Rois; Tête d'Or; Cigogne. See “Switzerland,” by C. B. Black; also page 332 of this work.

## NEUFCHATEAU.

THE REGION OF THE VOSGES MOUNTAINS AND  
THE MINERAL WATERS IN ALSACE.

See Map of Paris to Switzerland, page 318.

Between Routes 12 and 13 are situated the excellent mineral bathing establishments of Alsace, and all the fine scenery of the Vosges mountains. The best head-quarters are the towns of Neufchateau, Epinal, Remiremont, Plombières, St. Dié, and Gérardmer.

Neufchateau is reached by coach from Toul (see page 320 on Route 12); or from Chaumont by branch line (see page 334 on Route 13). This branch line, at 7 miles from Chaumont, passes Boulogne junction.

NEUFCHATEAU (pop. 4300). On the Mouzon, 38 miles by rail north from Chaumont, or  $27\frac{1}{2}$  miles by coach south from Toul.

*Hotels* ; Providence ; Commerce ; Nord.

Neufchateau is important as being the place whence diligences start for the watering-places and picturesque sites on the Vosges. *Vittel* is 21 miles distant ; *Contrexéville*,  $17\frac{1}{2}$  miles, or 3 miles from Vittel ; *Bourbonne-les-Bains*, 49 miles ; for all of which diligences start from Neufchateau. Another diligence goes by Mirecourt, 25 miles east, and thence to Charmes, where the rail is taken to Epinal, 45 miles distant ; whence, southward, by rail, to *Bains*, 19 miles distant ; or farther south still to the station of Saint Loup, whence a diligence runs,  $6\frac{1}{2}$  miles eastward, to Luxeuil. For *Plombières* go to Aillewiller railway station, where a coach awaits passengers for Plombières,  $7\frac{1}{2}$  miles east ; or take the coach from Remiremont, from which it is 8 miles west.

Before giving these watering-places a short notice, we shall first point out what may be considered the excursions in the neighbourhood of Neufchateau. The most important are to Domremi and to the village of Grand. Till the railway be completed there is a diligence between Neufchateau and Domremi ; fare, 2 francs ; distance,  $6\frac{1}{2}$  miles northwards ; passing, at about half-way to the left, the Chateau Bourlémont, containing some curious sculptures, etc. ; then, at the distance of  $4\frac{1}{2}$  miles, the road passes through the town of Coussey. One mile and a half farther brings us to the poor hamlet **Domremi**, on the



## DOMREMI—VAUCOULEURS.

Meuse, the birthplace of Jeanne d'Arc. Immediately opposite the bridge is the old parish church, and behind it the humble dwelling of Jeanne, a half-gabled house with massive stone walls, the property of the State since 1820. Over the door are the blazoned arms bestowed on her family by Charles VII., and above, in a niche, a replica of the statue of her, given by Louis XI., the original being in the room into which the door gives access, and in which she, Jeanne, third daughter of Jacques d'Arc and Isabelle Romée was born, in 1409. To this room very little has been done by way of restoration; the walls and great beam and projecting pole beside the fireplace are exactly as they were in her time; and the chimney-piece, at which she sat and planned her journeys to Reims and Orleans, has been only slightly retouched. The cross, cornices, pilasters, etc., in this room belonged to the small chapel in which she used to pray.

From this room a low doorway leads into her bedchamber, a small low room, lighted by a window about 12 inches square, which then looked out upon the churchyard, and from which she could see into the church. On the left hand, in the wall, was her wardrobe. Her brothers slept in the adjoining small room. A small building in the garden is called the Museum, but it contains nothing of importance.

The village itself is as poor as ever—low mean houses, with dung-hills in front. The best inn is called the Hotel de la Pucelle, and not far from it is a pretentious stone house.

Fourteen miles northwards is Vaucouleurs (pop. 3000), a poor town to which Jeanne repaired to communicate her designs to Baudricourt. A coach runs between Vaucouleurs and Pagny-Vaucouleurs railway station, 9 miles north on Route 12, Part 1.

Fifteen miles westwards from Neufchateau is the village of Grand (pop. 1500), with the remains of a Roman amphitheatre. Vehicles there and back, 15 francs.

For Vittel and Contrexéville take diligence from Neufchateau, distance 21 and 17½ miles S.E.; or from Charmes on the branch line between Nancy and Epinal, distance 18 and 15 miles S.W.

CONTREXÉVILLE (pop. 1000). Abundant accommodation in the Grand Hotel of the bathing establishment. Situate in a narrow valley about 1000 feet above the level of the sea. It owes its reputation to its cold lime waters, which contain about 16 grains in the pint of salts of lime and magnesia, and minute quantities of carbonate of soda

## VITTEL—EPINAL.

and other salts. These waters are used chiefly in affections of the bladder, in gravel, and in gout, and enjoy a great reputation as solvents of calculi."—*J. Macpherson's Baths and Wells of Europe.*

VITTEL (pop. 2000). Besides some inns there is a large hotel belonging to the bathing establishment, with mineral waters similar to those of Contrexéville. Vittel is 3 miles from Contrexéville and 12 miles from Mirecourt.

For Bourbonne-les-Bains, 49 miles southwards from Neufchateau, there is also a coach, but it is more easily approached from La Ferté (see page 336).

Another coach runs to Mirecourt, 25 miles east, thence 13 miles farther eastwards to Charmes, on the branch line connecting the Paris and Strasburg line with the Paris and Mulhouse line, commencing from Blainville junction, 14 miles to the east of Nancy, and extending to Port d'Atelier junction, 78 miles south from Blainville. At *Epinal*, 32 miles south from Blainville, and 46 miles north from Port d'Atelier, one branch line goes to Remiremont, 17 miles southwards, and another to Laveline, 22 miles eastwards.

To reach *Remiremont*, see under "Paris, Nancy, et Epinal à Remiremont," in the "Indicateur des Chemins de Fer de l'Est." And for the branch to Laveline, see under "Ligne de Vologne," in the same Time-tables.

MIRECOURT is a quiet town of 6400 inhabitants (*Hotels*: Commerce and Poste), through which the road passes to and from Neufchateau and Charmes, and the baths of Vittel and Contrexéville and Epinal.

EPINAL (pop. 12,000). *Hotels*: Poste; Louvre. The part of the town in which these hotels and the railway station are situated is called the Faubourg des Bons Enfants, and extends along the east bank of the small branch of the Moselle. Across the bridge in front of the Hotel de la Poste is a column with the bronze figure of a boy on the top, extracting a thorn from his foot.

From this column the street to the right (the Rue Auber), leads to the Public Library, Museum, and Picture Gallery. Here another bridge crosses the Moselle, leading from the Petite Ville into the Grande Ville. To the right is the Public Promenade, and in front the Rue du Cours.

## REMIREMONT.

To visit the castle, follow that street (the Cours) till it joins the Rue d'Ambrail, which descend a few paces to a large doorway on the right hand ; enter it, and the concierge of the castle will be found in the court. Fee  $\frac{1}{2}$ -franc. From the court a winding path among trees leads to the top of the hill, crowned with some scanty ruins, all that remains of the castle, but from which there is a fine view of Epinal and neighbourhood. At the top is a good restaurant.

At the foot of the chateau hill, in the Place St. Goëry, is the parish church of St. Goëry, 11th century, restored. A gallery similar to the triforium extends round the exterior. Leaving this church by the north door, we enter the Place des Vosges, with arcaded houses, and leave the Grande Ville by the Rue du Pont, and by the continuous streets and bridges reach again the Faubourg des Bons Enfants at the Hotel du Louvre.

From Epinal the line goes southwards to Port d'Atelier, 46 miles distant on the main line between Paris and Bâle. Nineteen miles south from Epinal is Bains ; 8 miles farther south is Aillevillers, station for Plombières ; and 3 miles farther south still, St. Loup, station for Luxeuil.—For Luxeuil, see page 337.

From Epinal commences the Chemin de Fer de la Vologne, leading through some fine scenery to BRUYERES (pop. 3000), near the forest of Mortagne, 21 miles distant, and to Laveline, 23 miles distant. From Laveline a coach runs to Gérardmer, 12 miles distant.

Seventeen miles south from Epinal is REMIREMONT (pop. 8000).

*Hotels.*—Poste, whence the diligences start ; opposite the post-office is the Hotel Mulhausen.

Remirement is a pleasant little town on the Moselle, surrounded by mountains, and plentifully supplied with pure water, flowing even in the gutters of the streets. The parish church, though founded in the 10th century, has had, on account of fires, to be so often reconstructed, that its style more resembles now something between the first and second periods of pointed Gothic. The Noah-ark-like boxes over the high altar contain relics of saints. The road to the left of the main entrance on leaving the church passes first by the Mairie, in the ancient abbey buildings ; and then to the left ascends to a Golgotha (Calvaire), commanding a fine view of the town. A tolerably good road leads up to the hill behind through a fir plantation.

## THANN—PLOMBIÈRES.

From the Hotel de la Poste diligences leave for Plombières, 8 miles westwards. Another diligence goes 29 miles eastwards to Wesserling, the western terminus of the branch from Mulhausen, 19 miles from Wesserling. The most interesting towns passed in the diligence are Le Thillot, 14 miles from Remiremont; and about  $3\frac{1}{2}$  miles farther St. Maurice (*Inn*: The Poste), 1821 feet above the level of the sea. Here the Ballon d'Alsace may be ascended; height above the level of the sea, 4082 feet, by a good road; time up and down, 3 hours. Also the Ballon de Servance; height, 3900 feet; time up and down, 5 hours; guide necessary. Three miles eastwards from St. Maurice is BUSSANG (pop. 2500). Height, 1983 feet above the level of the sea. *Inn*: Deux Clefs. A little more than a mile from the village is a bathing establishment, with a pleasant acidulous chalybeate spring.

The most interesting town passed on the line between Wesserling and Mulhausen is THANN (pop. 8500), on the Thur, at the foot of a hill 1641 feet above the sea level, crowned with the ruins of the castle of Engelburg. The town possesses a very beautiful church and some curious old houses. The old town has an ancient Calvary. *Hotels*: Courronne; Ours; etc.

From Remiremont, a diligence leaves also the Hotel de la Poste for Gérardmer, 13 miles eastwards, passing Vagney, 8 miles eastwards. From Gérardmer another diligence runs to St. Dié, 19 miles north on the branch railway to Lunéville. See under Schlettstadt, page 330, and Lutterbach, page 331, in Route 12, Part 2. Also under Mariakirch, page 345.

PLOMBIÈRES (pop. 2000), 8 miles west by coach from Remiremont, or  $7\frac{1}{2}$  miles east by coach from Aillevillers, and 220 miles from Paris. For Time-tables, see under "Paris et Port d'Atelier à Aillevillers," in the "Indicateur des Chemins de Fer de l'Est." Coaches at both stations await passengers for Plombières.—See page 336.

*Hotels*.—Opposite the parish church in the large square is the office where the diligences stop, and nearly alongside the Tête d'Or. But those who visit Plombières to take the baths will generally prefer the Hotel Napoléon, a large building with 250 beds, occupying the two wings of the Bain Napoléon. It is one of the finest mineral bath establishments in Europe. Also numerous furnished apartments in the town.

## PLOMBIERES—BAINS.

Plombières is a town of fine houses, in and on the sides of a narrow valley, 1320 feet above the level of the sea. The parish church is a handsome structure, built in 1861. Descending from the square by the street at the corner of the diligence office, the Rue Stanislas, we pass the post-office on the right, under the arcade ; and on the left, in the centre of the street, a low oblong building surrounded with a railing, which is the thermal bath establishment called the Bains Romains. Immediately beyond is the Bain Tempéré establishment, having behind it the Bains des Capucins, and opposite the Bain-chaud establishment. About a quarter of a mile farther down is the large establishment called Le Bain Napoléon ; a magnificent institution, possessing every appliance for the employment of the water, which is considered efficacious in cases of gout, nervous affections, diseases of the intestines, neuralgia, chronic catarrhs of the stomach, and sterility. The season is from May to October ; but the best months are June and July. The treatment lasts 20 days. The water is slightly saline, almost tasteless, and oily to the touch, and reaches the temperature of 156° Fahr. "It is easily borne by the stomach, and never produces crises or disagreeable effects."—*Macpherson's Baths and Wells of Europe*.

In the vicinity of the establishment are many pleasant walks and drives. The walk most commonly taken is to the Fontaine Stanislas, 2 miles distant, under coppice wood. It is a small stream of water, gurgling below an overhanging rock shaded by a clump of trees. On the rock are verses recounting the virtues of the King of Poland. For the view ascend the path behind the fountain. At the extremity of the avenue leading into the Remiremont road are large ironworks, where tools and agricultural implements are manufactured.

For the excursions in the neighbourhood of Plombières there is a regular tariff, which will be found in the principal hotels.

The office of the diligences for Remiremont and Aillevillers is in the corner of the square opposite the church.

15 miles west by coach from Plombières, or 11 miles north from Aillevillers, is Bains station, where coaches await passengers for the town, 3 miles to the west.

BAINS (pop. 3000). On the Baignerot, 285 miles south-east from Paris, and 20 miles north from Epinal.

## GERARDMER—MUNSTER.

An agreeable little town, with mineral springs similar to those of Plombières.

*Hotels.*—Clef d'Or ; Poste ; and furnished lodgings. The season lasts from June to October. In the neighbourhood are some fine drives.

26 miles east from Plombières, 18 miles east from Remiremont, 18 miles south from St. Dié,  $9\frac{1}{2}$  miles west from the Schlucht, and 20 miles west from Münster, and connected with all these places by diligences stopping at the Hotel de la Poste, is GERARDMER (pop. 7000). *Inns* : Poste ; Vosges ; Commerce.

This pleasant little place is the best station from which to visit the finest portion of the Vosges mountains. It is situated on the eastern extremity of Lake Gérardmer, 2186 feet above the level of the sea ; surface, 286 acres ; depth, 42 to 140 feet. Fishing with the rod always allowed.

The inhabitants of the village are chiefly occupied in the weaving and bleaching of linen ; while higher up among the mountains the felling of timber and sawing it into boards, and cheese-making, are the principal occupations.

The excursions are among hills rising from lakes and covered with pines. The great excursion, however, is to the Schlucht ; distance, 10 miles, where there is a good hotel, and thence to the top of Mount Hohneck, 4080 feet above the level of the sea ; one hour required. The road from Gérardmer to St. Dié and the Schlucht is the same as far as the stone bridge (2 miles distant) crossing the Vologne, which here makes a small cascade called the Saut-des-Cuves. From this the road to the Schlucht ascends to the right among tall pines, passing the Lac de Longemer, 2350 feet above the level of the sea, with a surface of 186 acres, and 115 feet deep ; then Lac de Retournemer—surface, 15 acres, depth, 66 feet. The tourist may either return, or continue for 10 miles farther eastward to Münster, which is 12 miles west by rail from Colmar (see page 331). The line from Münster to Colmar runs along one of the finest valleys in the Vosges. *Hotel* in Münster : Cigogne. Three miles east from Münster is Soultzbach (pop. 1000), with a bathing establishment supplied by sparkling acidulate chalybeate springs. Pleasant excursions in the neighbourhood.

18 miles northwards by coach from Gérardmer, or 31 miles south by branch line from Lunéville, is ST. DIÉ (pop. 11,000).

## ST. DIÉ—MARIAKIRCH.

*Hotels.*—Poste, from which the diligences start for Schirmeck, 14 miles eastwards, and St. Marie, 15 miles south-east; and the Hotel Commerce—both in the Grande Rue.

Temple Protestant, 6 Grande Rue du Casino, in the western part of the town, near the College.

The main street of St. Dié, crossing the Meurthe at about half-way by a low stone bridge, is very broad, and is called the Grande Rue, and may be said to extend from south to north, having the station at the south extremity and the cathedral at the other. The mountain seen at the north extremity is St. Martin,  $1\frac{1}{4}$  mile from the town, and 2392 feet high, with three large rocks on the top.

The cathedral was commenced in the 10th century; a curious stone pulpit is in the cloister which connects the cathedral with a small church of the 13th century. The roofs of both are barrel-vaulted and quadripartite. A few yards northwards is the cemetery, commanding a fine view of the surrounding hills; among others St. Martin, and another almost opposite—both with huge isolated blocks of rock on the top.

The part of the town on the west side of the Grande Rue was rebuilt by King Stanislas, after the fire of July 1757, as an inscription on a pyramid over one of the town-walls opposite the Palais de Justice, in the Place Stanislas, informs us. Southwards of this is the Parc, extending along the banks of the Meurthe.

Diligence to St. Marie aux Mines, or MARIAKIRCH, the railway terminus on the eastern side of the Vosges, 14 miles distant; and thence to Schlestadt or Schlettstadt, 14 miles east by rail from St. Marie. See in Route 12, Part 2, page 330. The diligence, in its way over the Vosges, passes some very fine scenery, increasing in beauty as St. Marie is approached. *Inns at St. Marie.*—Cerf, at the extremity of the town. Near the station, Commerce.

From St. Dié another diligence runs to Schirmeck (*Inn*: Croix d'Or,) 14 miles northwards, and  $2\frac{1}{2}$  miles farther is the village of Grand-fontaine, whence the Grand Donon, 3314 feet, is ascended.

From Schirmeck a diligence goes 14 miles eastwards to Mutzig, (pop. 4500), on the Bruche, at the foot of a mountain 1280 feet high. *Inns*: Poste; Couronne.

Mutzig is an important station for tourists, on the branch line from

## ROUTE 14.

Strasburg, from which it is 15 miles west. See under Excursion from Strasburg, page 328. The branch from St. Dié joins at Lunéville, 31 miles north, Route 12, Part 1, page 322. Sixteen miles from Lunéville, and 15 from St. Dié, on this same branch line, is Baccarat (pop. 5290), on the Meurthe, containing a large glassware manufactory. *Inn*: Du Pont. The glassworks cannot be distinguished from the station.

## ROUTE 14.

## PARIS TO NEUCHATEL,

By MELUN, FONTAINEBLEAU, MONTERAU, SENS, JOIGNY, DIJON,  
AUXONNE, DOLE, MOUCHARD, and PONTARLIER.

Distance 315 Miles.

See Index and Railway Map, and Map of Paris to Switzerland, page 318.

For the general summary, see in the Time-tables of the "Chemins de Fer de Paris à Lyon," under "Dôle à Pontarlier et Neuchatel;" and for the part between Paris and Dijon, see under "Paris à Lyon."

In purchasing the ticket, say to Neuchatel by Pontarlier. For the fares to the various places on this line, see under "Prix des places du service direct des voyages entre la France et la Suisse," in the Indicateur of the Lyons Railway.

PARIS  
MILES FROM

NEUCHATEL  
MILES TO

PARIS. Start from the station of the Chemins de Fer de <sup>315</sup>  
Paris à Lyon.

<sup>14</sup> BRUNOY (pop. 1200). Here the line passes over the Yeres <sup>301</sup>  
by a viaduct of 28 arches. At this station a coach awaits passengers  
for Brie. See Excursion 6 from Paris, page 118.

<sup>28</sup> MELUN (pop. 12,000). Hotel de France, etc. See Excursion <sup>287</sup>  
7 from Paris, page 117.

<sup>37</sup> FONTAINEBLEAU (pop. 12,000). See Excursion 7 from <sup>278</sup>  
Paris, page 118.



PARIS  
MILES FROM

## ROUTE 14.—SENS.

NEUCHÂTEL  
MILES TO

<sup>42</sup> MORET (pop. 2000). *Inns*: Ecu de France, etc. On the <sup>273</sup> Loing. The beautiful parish church was founded in 1156, to which period belongs also the Gothic gateway of the hospital opposite. Here the branch line to Montargis, Nevers, and Vichy commences, and is carried over the canal of the Loing, by a viaduct of 30 arches, 185 feet high. See Route 32; and Excursion 9 from Paris, page 125.

<sup>49</sup> MONTEREAU (pop. 8000). *Hotel*: Monarque, where the <sup>266</sup> omnibus stops, and near the post-office. Those who may require to wait for a train at this junction, should, if time permit, drive up in the omnibus to the town and visit the parish church, with its handsome columns gracefully ramifying into the groining of the roof of the aisles. Suspended to the right of the high altar is the sword of Jean Sans Peur. Beyond this church a fine stone bridge, or rather two continuous bridges, cross the Seine and the Yonne, which here unite. On the tongue of land between them is an equestrian statue of Napoleon I.; and on the bridge over the Yonne a marble slab indicates the spot where Jean Sans Peur was murdered in 1419.

The town manufactures pipes, crockery, etc.

A branch line from Montereau to Flamboin, 18 miles east, connects this route with Route 13, Paris to Bâle, by Troyes, page 333.

<sup>70</sup> SENS (pop. 11,100). On the Yonne. <sup>245</sup>

Diligence from the Hotel de l'Ecu to Troyes, 40 miles east. Time, 6 hours; fare, 7 francs. For Troyes, see page 114 in Excursion 6 from Paris.

The best street in Sens, the Rue Royale, extends from north to south. At the north end is the promenade, and going southwards up the street, we have first the statue of the chemist Thénard, and then the cathedral. At the end of the street is the arch erected in honour of the Duchess of Angoulême, when she visited this city in 1828. Behind are pleasant boulevards, which, together with the promenade, form agreeable walks.

The Cathedral of St. Etienne was commenced in 972, but nearly rebuilt two centuries afterwards. The façade, though not without beauty, is heavy and massive. The south tower, 240 feet high, has a belfry attached to it.

PARIS  
MILES FROM

## ROUTE 14.—AUXERRE.

NEUCHÂTEL  
MILES TO

In the interior, coupled columns, alternating with massive piers, run down each side of the nave, supporting pointed arches, over which runs a triforium of round arches on clustered colonnettes. On one of the piers to the left is a reredos, with richly-sculptured canopies. In the chapel immediately behind the high altar is a beautiful group in marble, representing the death of St. Savinien, first bishop of Sens, who suffered martyrdom in 240; and in the adjoining chapel is the fine mausoleum of the Dauphin, brother of Louis XVI., by G. Coustou, and statues of Archbishop Duperron and his nephew. In the transept is some good glass, but the best window is the first to the right on entering by the façade, painted in 1530.

The treasury contains the mitre and the complete suit of sacerdotal vestments worn by Thomas à Becket during the ecclesiastical ceremonies. On the door of the press which contains them is a medallion, representing in relief the entrance into the ark, by Benvenuto Cellini. Among the other articles are: An ivory crucifix, by Girardon; beautiful 15th century enamels from Limoges; a finger of St. Luke; a deed signed by St. Vincent de Paul, etc. etc. Adjoining the cathedral is the Officialité, restored by Viollet le Duc. Here the clergy hold their meetings.

**79** VILLENEUVE-SUR-YONNE (pop. 5000). *Hotel*: Dauphin. **236**

In the old castle here of Pulteau, it is said the man "au masque de Fer" spent some days. Villeneuve is joined to its suburb, Saint Laurent, by a bridge 700 feet long.

**84** SAINT-JULIEN-DU-SAULT (pop. 3000). Containing a **231** fine parish church, commenced in the 13th century. At some distance from the station is the castle of Beaugy.

**91** JOIGNY (pop. 7000). *Inns*: Bourgogne; Poste. A plea- **224** sant town on the Yonne, well seen from the station.

**96½** LAROCHE (pop. 1000). Junction with line to Auxerre, 12½ **218½** miles south; and to Clamecy, 32 miles farther.

Auxerre (pop. 17,000). On the Yonne. *Hotels*: The Leopard, on the quay between St. Pierre and the Cathedral. The Hotels Epé and Fontaine, in the centre of the town.

Auxerre possesses a fine Cathedral, St. Etienne, rebuilt in the 13th century, over a crypt of the 11th century. The tower over the western

PARIS  
MILES FROM

# ROUTE 14.—TONNERRE.

NEUCHÂTEL  
MILES TO

entrance is 230 feet high. The north and south portals are crowded with statues. The entire length of the church is 332 feet, and of the transepts 128 feet. 110 feet intervene between the floor and the vaulted roof of the nave and choir, and the pillars are 79 feet high. The finest glass is in the end windows of the nave and transepts, and in the windows round the choir. Adjoining the cathedral is the Préfecture, formerly the episcopal palace, built in the 13th century. Not far from the cathedral is St. Germain, beside the hospital. The now isolated tower was built in the 11th century, and is 173 feet high.

Near the Hotel de l'Épé is the church of St. Eusebe, founded in the 12th century. The most remarkable parts of the church are the tower, the capitals of the fascicled columns, and the glass of the windows around the chapel of the Virgin behind the high altar. In the principal walk is a statue of Maréchal Davout.

A coach runs 13 miles east from Auxerre to Chablis (pop. 3000); on the Serein.

The vineyards, occupying 30,000 acres, produce the well-known white wine of this name.

**107½** SAINT-FLORENTIN (pop. 3200). Situated on a hill nearly **207½** 2 miles from the station. Above the town, on a terrace, is the parish church, founded in the 15th century, and restored in 1860. It contains a beautiful rood-loft, and behind the high altar a remarkable Entombment, with numerous statues and statuettes.

**123** TONNERRE (pop. 6500). On the Armançon. Inns: Lion **192** d'Or; Courriers—both near each other.

The street St. Pierre, to the left of the Lion d'Or, leads past the church of Notre Dame (now condemned) up to the cemetery, and to the church of St. Pierre, situated on a terrace right above the town. At the foot of this hill is a beautiful spring of water, enclosed in a circular basin about 40 feet in diameter, called the Fosse Dionne; but it is in a dirty part of the town, and used by the washerwomen.

A straight street, to the right of the Lion d'Or, leads down to the hospital, built in 1834, the original part of which, built by Marguerite de Bourgogne in 1293, is now the church of the hospital. Her remains repose under a beautiful mausoleum in front of the high altar (died September 4th, 1308). To the left is the mausoleum of the Marquis de Louvois (died 1691).

From Tonnerre station a diligence runs to **Avallon** (pop. 6200. Inn: Poste)—an ancient town in a beautiful valley. The church, St. Lazare, dates

PARIS  
MILES FROM

## ROUTE 14—TANLAY.

NEUCHÂTEL  
MILES TO

from 746, when it was built by Count Gerard, who also founded the Abbey of Vézelay. The principal porch contains curious sculptures, representing demons doing furious battle for the souls of men. Above it the date (1000) may be traced.

The other church, St. Martin, was founded in the 13th century. In the centre of the town is the Tour de l'Horloge, built in 1455. Traces of the old Roman wall may be discerned from this tower to the Porte à Mauvais Chien. The finest of the walks is to Pontaubert, by the valley of the Cousin. Seven miles west from Avallon is Vézelay (pop. 1200), with a remarkable church of the 11th century, and numerous interesting ruins. Here Theodore Beza, one of the pillars of the reformed church, was born, on June 24th, 1519. In his arms Calvin expired. Thomas à Becket visited Vézelay in 1168.

157½ TANLAY. A small village with a magnificent castle in an 157½ extensive park. The oldest part was built by Guillaume de Montmorency, in 1520, but by far the largest portion by a brother of Admiral Coligny, in 1559. The vast façade is flanked by two wings. The principal court is 79 feet by 36. In a room in the upper storey of the Tour de la Ligue the leaders of the Protestant party used to meet under the presidency of Admiral Coligny. A fresco on the ceiling represents, under the disguise of the gods of Olympus, the persons who took the most prominent part in the political and religious events of that period. Catherine de Médicis is portrayed as Juno, Charles IX. as Pluto, and the Condé as Mars. Round the room are a series of curiously constructed recesses, communicating with each other in the walls.—See *Weld's "Burgundy."*

Beyond the grounds are the ruins of the abbey of de Quincy, and the well of St. Gaultier, both of the 13th century. At this station a coach awaits passengers for Cruzy-le-Chatel (pop. 1000); time, 1 hour 45 minutes.

136 ANCY-LE-FRANC (pop. 2000). The fine castle here was 179 commenced in 1545, and built according to the plans of Primaticcio.

142 NUIITS-SOUS-RAVIERÈS (pop. 500). Important junction 173 with the Paris and Bâle line, by Troyes (see Route 13), by a branch extending 72 miles north-east to Bricon, passing Chatillon, 22 miles north-east from Nuits. In the environs of Nuits-sur-Arménçon are the ruins of the castle of Rochefort

PARIS  
MILES FROM

## ROUTE 14.—BUFFON.

NEUCHÂTEL  
MILES TO

<sup>151</sup> MONTBARD (pop. 3000) ; on the Canal de Bourgogne. *Inn* : <sup>164</sup> Hotel de la Poste.

Buffon, the celebrated naturalist, was born in this small village on the 7th of September 1707. His chateau, a plain large house, is entered from the extremity of the main street farthest from the station. The grounds are extensive and laid out in terraces. On the western front of the terrace is the small square house, with three windows and one door, into which he retired at 5 in the morning to pursue his studies. In another building he kept his manuscripts. In the grounds of the chateau, on the walk below the dungeon tower of the castle of the Dukes of Bourgogne, is the small column erected to his memory by his son, who fell a victim to the tyranny of Robespierre, only fifteen days before the downfall of that monster.

Situated on a terrace at the entrance to the grounds is the parish church, containing the tomb of Buffon. A black stone slab over the door bears the following inscription :—

BUFFON  
A été inhumé dans le  
Caveau de cette chapelle  
Le 20 Avril 1788.

There is also a bronze statue of him here.  $3\frac{1}{2}$  miles from Montbard are the ruins of the abbey of Fontenay, founded in 1118.

<sup>160</sup> LES LAUMES. *Inn* : Duvernet. A coach from this small <sup>155</sup> station conveys passengers in one hour and a half to Semur (pop. 4000). *Inns* : Cote d'Or, etc. Picturesquely situated on a hill bathed by the Armençon. Its fine parish church of Notre Dame was founded by Robert I., Duke of Burgundy, in 1065, in expiation for having killed Dulmas, his father-in-law.

Overlooking the station, and well seen from it, is Mont Auxois, 1370 feet above the level of the sea. On it is situated Alise-Sainte-Reine (pop. 1000), visited by numerous pilgrims on the 7th of September, and by a more miscellaneous company throughout the summer, on account of its chalybeate and alkaline waters. This town is supposed to be the Alesia mentioned in Cæsar's Commentaries.

Four miles from Les Laumes is the Château Bussy-Rabutin, in a

beautiful park of 84 acres. It was built by Renaudin, one of the benefactors of the abbey of Fontenay, about the year 1150.

**165** DARCEY. With curious caves and a subterranean lake, the **150** source of the river Douise.

An omnibus conveys passengers from this station in an hour and a quarter to Flavigny (pop. 1300), containing several houses of the 16th century. The parish church is of the 13th century.

**179** BLAIZY-BAS. This small place is the station for Saint-Seine, **136**  $7\frac{1}{2}$  miles north-east (pop. 1000). *Inn*: Soleil d'Or. It possesses a beautiful parish church of the 14th century. Five miles northwards from this village, and near the farm of Envergeraux, is the source of the Seine, 1545 feet above the level of the sea. At Blaizy the tunnel commences, which pierces through the basin of the Seine to that of the Rhone.

**190** VELARS (pop. 1400). After the preceding station of Malain, **125** and before reaching the next station, Plombières-sur-Ouche, there is some bold railway engineering. The viaduct of the Combe-Bouchard is on two tiers of arches and is 492 feet long; while that of Neuvon is 774 feet long. From Velars commences the branch to Nevers by Autun,  $74\frac{1}{2}$  miles from Nevers.

**196** DIJON (pop. 42,000). Good refreshment-rooms, where an **119** excellent glass of Burgundy may be had.

*Hotels*.—Cloche; Parc; Jura; Lagoutte.

*Cabs*.—First hour  $1\frac{3}{4}$  fr.; afterwards  $1\frac{1}{2}$  fr. per hour.

Junction with line to Lyons, 122 miles south, in Route 30, Part 1—Paris to Marseilles.

Dijon is a pleasant town, situated in a fertile plain producing large quantities of mustard. The most important building is the Palais des Etats, on the site of the ancient palace of the Dukes of Burgundy, of which all that remains is the Tour de la Terrasse, 152 feet high, ascended by 323 steps, and commanding a bird's-eye view of the whole town. Below is the palace, seen in all its details. To the north are Notre Dame, a fine specimen of Burgundian architecture of the 13th century; the tower of St. Nicholas; the Préfecture, and the promenade

## ROUTE 14.—DIJON.

**Fleury.** To the west are the old castle, founded by Louis XI. ; the cathedral St. Benigne, built in 1106, with its spire 310 feet high ; St. Etienne, 10th century, now the wheat market ; St. Philibert, now a barn ; St. Jean, remarkable for the span of its roof ; the Botanic Gardens ; and the asylum for the insane, on the site of the ancient monastery of the Chartreux of Dijon, founded by Philippe le Hardi in 1383. To the south are the town hospital ; the monastery of the Visitandines ; St. Anne, with its dome ; the Palais de Justice ; and the Parc.

The Palais des Etats contains the Hotel de Ville, the Post-office, the Ecole des Beaux Arts, the Picture Gallery and Museums, etc. In the great hall, formerly the guard-room, is the picture gallery and the beautiful mausoleum of **Philippe le Hardi** (marked 803)—a fine piece of Gothic work in black and white marble, with dolorous-looking priests sculptured in relief round the pediment. No. 804 is a similar piece of monumental statuary to **Jean Sans-Peur** and Marguerite de Bourgogne. Between them is the monument of Anne de Bourgogne, their daughter. Among the articles which belonged to the Dukes are the beautifully-carved folding altar-screens for private chapel service, the ducal crown, knives, boxes, cups, etc. The chimney-piece in this hall is 30 feet high, and 20 wide. Two statues of mailed knights stand on it, apparently a yard high each ; but each is of the stature of 6 feet 2 inches. Down stairs is the Musée Archeologique. Fronting the Palais is the Place d'Armes, with its shops and houses arranged in a kind of horse-shoe curve.

Among the most remarkable houses are the **Maison Richard**, No. 36 Rue des Forges, a mansion which some centuries ago was the appointed residence of ambassadors from the British Court to Burgundy. The object of research is the "**Homme au panier**." It is a statue 4 feet 6 inches in height, on a pedestal at the topmost step of a Gothic stair, representing a manciple or serving-man bearing a basket on his right shoulder, out of which spring, like so many stems of wheat, nearly a score of vaulting ribs for the roof that closes in the cylindrical staircase.

In No. 28 Rue de Chaudonnerie is the **Maison des Cariatides**, with a façade in the Renaissance style. In the Rue Notre Dame is the Hotel Vogue, 17th century. Bossuet, one of the most illustrious prelates the Church of France has ever produced, and, according to Voltaire, of unrivalled eloquence, was born at Dijon on the 27th September 1627,

and baptized in the church of St. Jean. Among his writings the finest is the funeral oration on the death of Henrietta Anne, the daughter of our Charles I., and wife of the Duke of Orleans.

Prosper Crebillon, the French writer of tragedy, usually ranked after Corneille and Racine, was also born at Dijon, February 15th, 1674.

<sup>216</sup> AUXONNE (pop. 6000). *Hotel*: Cerf. A fortified town on <sup>99</sup> the left bank of the Saone, and containing an arsenal, large barracks, and a church—Notre Dame—of the 14th century. In the neighbourhood is Mount Roland, whose summit, 1116 feet high, is covered with the ruins of a monastery, which belonged to the black monks. The church was built by the Jesuits in 1843. From Auxonne a branch goes 23 miles north-east to Gray junction, and thence other 31 miles in the same direction to Vesoul, on the Paris and Troyes Route to Bâle. See Route 13, page 336.

At Gray (pop. 7000) the Paris and Lyons and the Eastern Railway systems meet. The town is situate on the Saone, at some little distance from the station. *Hotels*: Parc; Paris, etc.

<sup>238</sup> DOLE (pop. 12,000). An important junction and station, with <sup>80</sup> a good refreshment-room. All generally change carriages here. *Hotels*: Ville de Lyon; Ville de Geneva.

Dole is a well-built town, pleasantly situated on the Doubs, and on the canal between the Rhine and the Rhone. From the esplanade St. Maurice there is a fine view of the large forest of Chaux and of the Jura mountains. The church of Notre Dame is of the 16th century, and the Hotel-Dieu of the 17th.

For Dole to Bale by Besançon, see page 356.

<sup>238</sup> CHATELAY. Junction with branch to Montferrand, or <sup>77</sup> rather to Franois. See page 356.

<sup>246</sup> MOUCHARD (pop. 500). Important junction. Refreshment-<sup>69</sup> rooms, and book-stall with English newspapers.

The village is below the station—descend by the steps. It has two small inns, Gerard and Levant. Seventy-one miles south from Mouchard by rail is Bourg; see Route 16, page 363. Five miles from Mouchard by branch line is Salins, with a bathing establishment supplied by salt-water springs, considered efficacious in giving tone to the system.



PARIS  
MILES FROM

## ROUTE 14.—PONTARLIER.

NEUCHÂTEL  
MILES TO

**261** ANDELOT. Junction with branch, 9 miles south, to CHAM- **54**  
PAGNOLE (pop. 4000), with important foundries.

Among the many fine excursions in the neighbourhood of Champagnole are the falls of Lemme and the Petite Baume, 2625 feet high, reached by the ravine of the Billaude. Twenty-two miles south from Champagnole by Saint Laurent is Morez, a great watch-making village, with numerous fine excursions in the neighbourhood.

**283** PONTARLIER (pop. 5200). On a cold high plateau. Station **32**  
of the French custom-house. Luggage entering France examined here. Refreshment-rooms.

*Hotels:* Poste; and National. This, the ancient Pontalia, is famous for the manufacture of that deleterious liqueur called absinthe, for which large quantities of the plant *Artemisia absinthium* (wormwood) are cultivated in the neighbourhood.

Two and a half miles beyond Pontarlier, towards Neuchâtel, are Fort Joux on the right, where Mirabeau was imprisoned, and on the left a modern fort, both on the tops of high cliffs.

**291½** SWISS VERRIERES. Station of the Swiss custom-house. **23½**  
The road after this becomes very picturesque, and is, perhaps, the finest entrance into Switzerland. 315 miles from Paris is

**315** NEUCHÂTEL or NEUENBURG (pop. 11,000).

The *Railway-station* is on the top of a hill overlooking the town. Opposite the station is a very good restaurant. Omnibuses from the hotels await passengers.

The *Steamboat* and small boat station is the Quay beside the Hotel Bellevue.

The *Post-office* is No. 7 Rue de l'ancien Hotel de Ville.

*Hotels.*—Belle-Vue; Alpes; Commerce;—all three on the Lake. More inland, the Lac; Faucon; Post.—See "Switzerland," by C. B. Black.

## JUNCTION BRANCH OF ROUTES 13, 14, and 16.

Between Bourg (page 363) and Mouchard (page 354), a branch, 71 miles long, connects Route 14 with Route 16.

For the Time-tables of this branch, see under "Besançon à Lyon" in the "Indicateur des Chemins de Fer de Paris à Lyon," etc.

## ROUTE 15.

The principal place on this line is **Lons-le-Saulnier** (pop. 10,500). *Hotels*: Paris; Europe; Genève. 40 miles from Bourg, and 31 miles south from Mouchard.

In the Grande Place are the theatre, a statue to General Lecourbe over the public well, and the clock-tower. From this tower extends the Rue du Commerce, arcaded on both sides, having towards its left extremity the Hotel de Ville, with the Library and Picture Gallery; and behind, the public hospital. At the extremity towards the right is the Rue du Puits Salé, leading to the salt baths (Bains Mineraux du Puits Salé).

At Poligny (pop. 6000. *Inn*: Cerf), 17 miles north from Lons, the Roche du Midi is used as a sun-dial.

## ROUTE 15.

## PARIS TO BASEL, BY BESANÇON.

Distance 364 miles.

See Map of Paris to Switzerland, page 318.

Start from the railway station of the "Chemins de Fer de Lyon," where request a ticket for Besançon, and from Besançon proceed to Basel.

PARIS  
MILES FROM

BASEL  
MILES TO

PARIS. This Route is the same as Route 14 the length of <sup>364</sup> Dole (page 354), where it strikes off in a north-easterly direction to

<sup>237</sup> LABARRE. Junction with branch line to Gray (see page 354), <sup>127</sup> 24½ miles north. This is another of the points where the system of the Lyons Railways joins that of the Eastern Company's Railways. At the small station of Franois, 12½ miles nearer Besançon, there is another junction line to Gray and Mouchard (see page 354).

<sup>254</sup> BESANÇON (pop. 48,000). *Hotels*: Paris; Nord; Europe. <sup>110</sup> Temple Protestant at the east of the Pont de la Magdeleine, up the Doubs near the Musée.

Besançon, the ancient Vesuntio, is divided into two unequal parts by the river Doubs, which almost encompasses the larger by a curve

## ROUTE 15.—BESANCON.

resembling, according to Cæsar's expression, "the form of a horseshoe." The town occupies a hollow surrounded by high hills crowned with forts. On the northern hill are Fort Griffon and the railway station ; and on the southern the citadel, having on the hills to the east of it Forts Beauregard and Bregille, and to the west Fort Chaudanne.

Three long streets intersect the town from north to south. The principal is the Grande Rue, commencing at the Porte Charmont near Fort Griffon, and extending to the foot of the citadel. With it the Rues des Granges and St. Vincent run parallel, occupying respectively the eastern and western sides of the Grande Rue.

In the Place Paris, at the northern end of the Rue des Granges, are —the municipal schools, a fountain, the church of St. Esprit (13th century), used for Protestant worship, and a large building containing a rich archæological museum and a **Picture Gallery**. Both deserving a visit. As the pictures have not the artists' names attached we note here a few of the best. At the entrance is 120, a large painting representing the Death of Leonardo da Vinci, by Gigoun ; 92 Crucifixion, by A. Dürer ; 94 A Dutchman, by Van Dyck ; 71 Portrait of himself, by Coypel ; 287 St. Francis, by Zurbaran ; 268 Galilee, by Velazquez ; 262 Portrait of Granvelle (Minister of Charles V.), by Titian. His empty stone coffin is down stairs before the entrance. 259 Temptation of St. Antony, Teniers ; 241 Forest Scene, Ruysdael ; 240 Being led to the Cross, Rubens ; 218 Triumph of Venus, Paul Veronese ; 51 and 52 Canaletto.

Leaving this Place westwards by the fountain we enter the Grande Rue, and walking southwards (away from the river) we arrive at the church of St. Pierre on the left, and the Hotel de Ville on the right. Farther on, at No. 96, right hand, is the Palais Granvelle, built in 1540, containing the Telegraph-office ; and behind it, one of the town promenades. Next house, No. 100, is the Post-office. Opposite, behind the church, is the Public Library, with above 100,000 volumes and nearly 2000 MSS., and a collection of medals.

At the southern end of the Grande Rue is the Porte Noire, a triumphal arch 32 feet high, erected in honour of Crispus Cæsar, son of Constantine, and forming a kind of porch to the cathedral of **St. Jean**, built during the 11th and 13th centuries. It has a western and an eastern apse, and the altars in both adorned with fine sculptures and paintings, whilst the floors of the sanctuaries are paved with precious marbles.

PARIS  
MILES FROM

## ROUTE 15.—CUVIER.

BALE  
MILES TO

A broad winding road leads up from behind the cathedral to the Citadel, 410 feet above the river. But before ascending it is necessary to be provided with an order procured from the Commandant de la Place, to be found at the "Direction de Genie," in the Place de l'Etat Major, east from the cathedral, at the head of the Rue des Granges.

The Porte Taillée, about  $\frac{1}{2}$ -mile south-east from the cathedral, on the Doubs, was originally a tunnel cut by the Romans for their aqueduct from the Arcier, which is still the great source of supply of drinking water; but it is now brought by an underground aqueduct  $6\frac{1}{2}$  miles long.

The principal promenade is the Chamars, reached by a street passing down by the side of the Hotel de Ville, by the Arsenal and the Hospital St. Jacques. It occupies the site of the Campus Martius. In the opposite direction is the Promenade Micaud.

<sup>274</sup> BAUME-LES-DAMES (pop. 3000), on the Doubs. Lying in <sup>90</sup> a hollow on one side of the station. The line in this neighbourhood passes through a very picturesque country.

<sup>302½</sup> MONTBELIARD (pop. 7000). A pleasant place of residence, <sup>61½</sup> with good schools. Hotel: Lion Rouge.

The railway passes close to the town, and almost under the walls of its castle, now used as a prison. It has not only two handsome Protestant churches—Saint Martin and Saint George's, both of the 17th century—but an excellent institution for the training of Protestant teachers. In the Place St. Martin is a statue by David of Angers of the illustrious Cuvier, the celebrated naturalist, born here on the 23d of August 1769. His range of knowledge was surpassingly great. He had all his life read much, and had ever been a constant observer, and had never forgotten anything worth remembering. He was, moreover, a good as well as a great man, combining with accomplishments of the first order those graces which shed the brightest lustre on the highest mental endowments.

11 miles from Montbeliard is Belfort, which see, page 337; and for the rest of the journey, see Route 13, from page 337.

<sup>304</sup> BASEL. See "Switzerland," by C. B. Black. Also page 332 of this work.

# ROUTE 16.

## PARIS TO GENEVA,

By DIJON, MACON, BOURG, AMBÉRIEUX, and CULOZ.

See Index and Railway Map, and Map of Paris to Switzerland, page 318.

Distance 388 Miles. Time by Express, 14 hours.

Time-table under "Paris, Macon, et Genève," in the "Indicateur des Chemins de Fer de Paris à Lyon." This Company issue during summer circular tickets, available for 1 or 2 months, for visiting Switzerland from Paris. The London, Chatham, and Dover Railway Company issue circular tickets from London to Paris and Switzerland. Apply also at No. 98 Fleet Street for Cook's Excursion Tickets.

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MILES TO

PARIS. Start from the station of the Chemins de Fer de Paris <sup>388</sup> à Lyon, in the Boulevard Mazas. Purchase at the station one of their Time-tables. For description of the first 196 miles of this route, from Paris to Dijon, see Route 14, page 346. Dijon is a good resting place. *Hotels* : Cloche ; Parc ; Jura. From Dijon the railway extends 28 miles by a narrow strip of land, on the sides of the lower range of the hills of the Cote d'Or, which attain the elevation of 324 feet. Behind rises a higher range reaching the height of 1315 feet, which serve as a shelter from the cold winds for the others. On the low range, between Dijon and Meursault, grow the first-class Burgundy wines ; and south from Meersault follow the Macon wines. We shall now notice these in their order. The first is 7 miles from Dijon.

<sup>203</sup> GEVREY-CHAMBERTIN (pop. 2000). Famous for its first- <sup>185</sup> class growths of Burgundy, of which the best is Chambertin, occupying 61 acres. To the west is POUILLY (pop. 1100), producing an excellent second-class white Burgundy, slightly pungent.

<sup>206½</sup> VOUGEOT, on the Vouge (pop. 400). It is from the 119 acres <sup>181½</sup> of vineyards in the neighbourhood of this village that the first-class Burgundy called Vougeot is produced.

<sup>209½</sup> NUITS (pop. 4000). *Inn* : Trois Maures. Here are the first- <sup>178½</sup> class vineyards of St. Georges, Thoreys, and Cras. The church, St. Symphorien, belongs to the 13th, and St. Denis to the 14th century. 8

PARIS  
MILES FROM

## ROUTE 16.—BEAUNE.

GENEVA  
MILES TO

miles from Nuits is the abbey of Cîteaux, founded in 1098, now used as a house of detention for youthful criminals, who are trained here to be agricultural labourers. Another of these most useful institutions is in the neighbourhood of Tours. See under Mettray, page 148.

**219** BEAUNE (pop. 1300). *Hotels*: Chevreuil; France; etc. **169**

This is the head quarters of the merchants who deal in Burgundy wines, as Bordeaux is that of the claret-merchants. Around it are the first-class vineyards of Beaune, Pommard, Volnay, and Romanée. Of these the Volnay vineyards, extending over 532 acres, produce the most valuable wine, under the names of Bouche d'Or and Caillerets. The town is of poor appearance. The principal church, Notre Dame, founded in the 12th century, contains semicircular and equilateral-triangular arches, and cuspid and Corinthian capitals.

In the Place Monge, off the street de l'Île, is a bronze statue to Gaspard Monge, the inventor of descriptive geometry, born at Beaune in 1746. To him France is indebted for the establishment of the Polytechnic School. Contiguous to the Chevreuil Inn is the hospital, built in the 15th century—a curious and interesting building. The Salle de Conseil up-stairs is hung with Aubusson tapestry, and contains also a painting of the Last Judgment by Vandyck. Near Beaune is Savigny, with a chateau built in 1672; in the neighbourhood, the Fontaine Froide, the ruins of the abbey of St. Marguerite, and the Roche Percée.

**223½** MEURSAULT (pop. 3000). With the first-class vineyards of **164½** Perrière and Goutte d'Or. To the west is Nolay (pop. 2100), producing a pleasant white Burgundy.

**228** CHAGNY (pop. 4000). An important junction by branch **160** line, 178 miles westward to Nevers, see page 126, Excursion 9 from Paris; and by another of 90 miles in the same direction to Moulins, see page 126.

23 miles from Chagny, or 79 miles east from Nevers, is Le Creuzot (pop. 25,000). *Hotels*: Commerce, etc. Containing the gigantic ironworks of Schneider and Co.

A few miles west from Chagny by rail is Autun (pop. 14,000). *Hotel*: Poste.

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MILES FROM

## ROUTE 16.—AUTUN.

GENEVA  
MILES TO

This, the ancient Bibracte, disputes with Trèves the honour of having been built before the Roman invasion. Cæsar spent a winter in this city with two Roman legions ; and at a later period, when the Emperor Augustus went to Gaul, he made Bibracte his head quarters, and erected so many magnificent public buildings that the name of the town was changed to Augustodunum, modernised into Autun. Napoleon III., in his "History of Cæsar," considers, however, that the site of Bibracte was on the summit of Mount Beauvray, 14 miles westwards, where coins of Gaul, mosaic pavements, fragments of pottery, and an enormous number of amphoræ, have been discovered.

The old walls of Autun were 10,000 feet in circumference and 8 feet thick, and were garnished with 40 towers, and pierced with four large gates, of which two—the Porte d'Arroux, 55 feet high, and the Porte St. André, lately restored—still remain. Not far from Porte St. André are the ruins of the temple of Janus, formed of bricks resting on stone foundations. In the neighbourhood of this temple, and near the bridge over the river Arroux, are the fragmentary remains of a circular temple to Pluto. Still more fragmentary are the remains of the theatre, amphitheatre, and aqueducts, of which one was sufficiently capacious to allow a man on horseback to pass through. About a mile from Autun on the Dijon road is a monument of a pyramidal form, of great antiquity, called the Pierre de Couchard.

The Cathedral, which commands the entire city, was completed in 1178. The architecture of the modern portions is Gothic, but the more ancient is Romanesque. The two towers have been restored and adorned with Gothic spires. The interior contains several windows of painted glass. The choir is magnificent, and contains a great variety of beautiful marbles.

In 1789 Talleyrand, afterwards Prince Talleyrand, was Bishop of Autun.

In the College is the Public Library with 12,000 volumes ; and the Picture Gallery, containing some fine paintings by Horace Vernet.—*See Weld's Notes on Burgundy.*

From Chagny southwards commence the Macon wines, of which the vineyards around Chagny produce a first-class quality.

<sup>235</sup> CHALON-SUR-SAONE (pop. 20,000). *Hotels* : Parc ; Chev- <sup>153</sup>  
reuil ; etc. Steamer to Macon and Lyons.

Chalon is a quiet town situated in an extensive plain on the Saone, at the mouth of the Canal du Centre, both lined with good quays. The chief structures are—St. Vincent, a Gothic edifice of the latter part of the 13th century, occupying the site of a church founded in 532 ; St. Peter, with two lofty steeples ; and the hospitals of St. Laurent and St. Louis. A few miles west by coach is Givry (pop. 3200), with

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## ROUTE 16.—MACON.

GENEVA  
MILES TO

first-class vineyards. Chalon has two stations—one in the town, and another at St. Come, where the express trains halt.

**243** VARENNES. South from this station the train passes before **145** the abbey of St. Ambreuil.

**248** SENNECEY-LE-GRAND (pop. 3000). With the chapel of **140** the Sires of Lagny.

**254** TOURNUS (pop. 6200). *Inns*: Hotel de la Gare; Bonhomme. **134**

An ancient town on the Saone, with remains of Roman fortifications; and in the Place de l'Hotel de Ville a pillar 20 feet high, found in the Saone, supposed to have belonged to a Roman temple. The parish church, St. Philibert, is a fine Gothic monument, of which the earliest portions belong to the 9th and the latest to the 16th century. The interior is ornamented with mosaics. The Hotel Dieu was founded in 1674, the Hospice de la Charité, in 1718, and the Hotel de Ville more recently. Jean Baptiste Greuze, some of whose works are among the finest paintings of the French school in the Louvre, was born here on August 21, 1725. The vineyards of Tournus produce good wines.

**274** MACON (pop. 20,000). Important railway station, with **114** large refreshment rooms. Junction with line to Lyons 44 miles south. See Route 30, Part 1, "Paris to Marseilles."

*Hotels*.—Europe, on the Quai du Nord, near the landing place from the steamers, which sail daily up and down the Saone, between Chalons, Macon, and Lyons. In the centre of the town are the Hotels Champs Elysées and Sauvage.

Macon is the great depot of the Macon wines, an inferior Burgundy. The finest part of the town extends along the quays which line the right side of the Saone, crossed by a stone bridge of 12 arches, uniting Macon with its suburb Saint Laurent, on the left side of the river. The oldest edifice is the Cathedral of St. Vincent, built in the 12th century. The arches are stilted, the columns Romanesque, and the porch arcaded. Next to it is the Préfecture, formerly the Episcopal palace. In this same neighbourhood, at No. 21 Rue des Ursulines, is the house where Lamartine was born. A black marble slab over the door records the event in these words:—*Ici est né Alphonse-Marie-Louis De Lamartine, Le 21 Octobre 1790.*

In the Rue Dombey is an old timber house, and a little farther on in the same street, in the direction towards the station, is the beautiful



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MILES FROM

## ROUTE 16.—BOURG.

GENEVA  
MILES TO

church of St. Pierre, built in 1865, in the Romanesque style, and decorated with frescoes. Opposite is the Hotel de Ville.

From Macon a branch line extends 48 miles westwards to Paray, passing Cluny, 15 miles from Macon.

**Cluny** (pop. 5000). In the valley of the Grosne. *Hotels*: Bourgogne; Pavillons—both near each other. This is the place where Guillaume-le-Pieux founded in the 10th century the famous abbey of Cluny. The abbey buildings are now used as a school. Of the abbey church an insignificant portion alone remains, and of it, the most interesting part is the spire. In the Chappelle des Bourbons (15th century) are enormous corbels under the empty niches. About 300 yards distant is the Maison Abbatiale, 15th century, with flattened elliptical-headed windows and ogee arches over the doors. At the entrance is a collection of columns, capitals, etc., from the first church founded in the 10th century. Upstairs there is a small museum; entrance,  $\frac{1}{2}$ -franc each.

<sup>395</sup> **BOURG** (pop. 15,000). Junction with line to Lyons, 37 miles <sup>93</sup> southwards. See Route 30, Part 1, "Paris to Marseilles." Junction with line to Mouchard, 71 miles north, on Route 14, Paris to Neuchatel, page 354. For description of the branch line which connects Routes 14 and 16, see page 355.

*Hotels*.—Europe; France; Midi. A diligence starts from the Hotel de l'Europe to St. Julien, 13 miles distant in the Jura mountains.

Bourg is a dull town, on the stream Reyssouze, whose parish church, built during the 15th-17th centuries, is partly in the Roman and partly in the Gothic style.

The principal edifice, however, is about a mile distant, by the straight road called the Faubourg St. Nicolas, to the church of Brou, built in 1536 by Margaret of Austria. Before the west façade is the sun-dial constructed by Lalande, composed of a rectangular slab set in the ground, with the first letter of each month on the surface, and at some distance arranged in a circle, the numbers 1 to 12. By standing on the letter of the month, the shadow thrown on the circle indicates the hour. In the church one, or, it may almost be said, two aisles run up each side of the nave. The statues supporting the sound board of the pulpit are by the Princess Marie, daughter of Louis Philippe.

The chancel, separated by a gorgeous rood-loft from the nave, contains 44 exquisitely carved oak stalls, and before the altar the magnificent mausoleum of Philibert-le-Beau in two stages. On the

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## ROUTE 16.—BOURG.

GENEVA  
MILES TO

upper he is represented asleep, surrounded by six cherubs ; and in the under dead, surrounded by numerous expressive figures about 16 inches high, in most delicately sculptured canopied niches. On his left is the mausoleum of his wife **Marguerite d'Autriche**, similar to his own, and representing her both in a state of repose and death. On his right is the mausoleum of **Marguerite de Bourbonne**. These three magnificent mausoleums are all of costly white marble, elaborately sculptured ; as also the altar, reredos, and tabernacle in our Lady's chapel, situated to the left of the mausoleum of Marguerite d'Autriche. The vault of the chancel is richly groined, and the glass of the windows superb ; the tracery of some being perpendicular, and of others flamboyant. *Fee to visit the church, 6 sous each.*

The Préfecture, the Lycée, and the head establishment (établissement mère) of the nuns of St. Joseph, are all near each other in the southern side of the town.

In a narrow street between the Place du Greffe and the Place Joubert, No. 22 Rue Lalande, was born, on July 11, 1732, Jerome Lalande, the zealous and accomplished astronomer. Farther up the street is the Préfecture, and opposite the monument to General Joubert, erected by order of his master Napoleon I. in 1807. The Public Library is in the building adjoining the parish church, and the Picture Gallery in the Mairie, to the west of the church, by the Rue Notre Dame.

<sup>311</sup> **PONT-D'-AIN.** A drive of three hours west by diligence <sup>77</sup> from this station brings us to Nantua (pop. 4000). *Inn* : Nord. In a most picturesque spot between high mountains and lakes Nantua and Sylant.

<sup>316</sup> **AMBÉRIEUX** (pop. 4000). Refreshment-room. Branch <sup>78</sup> line to Lyons, 26 miles south-west. At Ambérieux there are excursions to the Château des Echecs, the source of the Gardon, the ruins of the Chateau des Allymes, etc.

<sup>336</sup> **ROSSILLON.** Station for Belley (pop. 5500), 9 miles south <sup>52</sup> by coach.

<sup>342½</sup> **ARTEMARE.** Near this station is the cascade of Cerveyrieu, <sup>45½</sup> which falls from a height of 150 feet. From this station the ascent of Mont Colombier is made, requiring four hours. Height above the level of the sea, 5033 feet.

PARIS  
MILES FROM

## ROUTE 16.—BELLEGARDE.

GENEVA  
MILES TO

**347½** CULOZ (pop. 1200). Situate on the Rhone. *Inn*: Ménon. **40½**  
Good refreshment-rooms. A most important railway station, where  
there is a great deal of traffic and changing of carriages.

**357** SEYSSEL (pop. 3000). *Inn*: Ecu de France. *Most* **31**  
picturesquely situated on both sides of the Rhone, crossed by a  
suspension bridge. Near this station the line passes through several  
tunnels in the Jura mountains. The longest is the tunnel of Paradis,  
3362 feet long. At Seyssel are excellent stone quarries of a beautiful  
soft white stone.

**367** BELLEGARDE (pop. 800). On the Valserine. French **21**  
custom-house station. Passengers from Geneva into France alight  
here to have their luggage examined. *Inn*: The Perte du Rhone.

This poor village, situated a short way down from the station, has  
within a few minutes' walk from the inn that part of the course of the  
Rhone where it disappears altogether, lost under the gravel and  
boulders which form its bed ; but over which, when flooded, it rushes  
in tempestuous rapids. The inn itself occupies a picturesque position,  
immediately above the dark ravine of the Valserine, by the side of the  
bridge which crosses it. To visit the **Perte du Rhone** cross this bridge  
and walk up the first road to the right, to the bridge over the Rhone,  
about a quarter of a mile distant. When the river is low, no water is  
seen below the bridge. The place where it begins to disappear is a  
few minutes' walk farther up the river. A road to the left of the  
inn leads down to a ravine, among high steep cliffs, where the Rhone  
and the Valserine unite. Here too, is a "Perte" of the Valserine ;  
but the chief "Perte" of the Valserine is about 1½ mile distant,  
by the road to Chatillon. It, however, is tame and uninteresting,  
and can moreover be seen well enough from the road. Near the spot  
there is one of the small houses belonging to the custom-house officers.

A coach runs from Bellegarde to Chatillon on the Semine, 3 miles  
north ; and thence 13 miles farther to Nantua (pop. 2000). *Inn* :  
Nord. See under Pont-d'-Ain, page 364.

**384** Before reaching Meyrin the line passes Fort de l'Ecluse on the **4**  
south side. North from Meyrin are Gex and the Col de la Faucille.  
We now leave the Jura mountains and have before us the Alps and  
Switzerland.

PARIS  
MILES FROM

## ROUTE 16.—GENEVA.

GENEVA  
MILES TO

388 GENEVA. Pop. 46,000 and 1260 feet above the sea level.

Hotels on the left side of the Rhone :—The Metropole, opposite the Jardin Anglais, and the Kiosque, with the model of Mont Blanc in lime-tree wood. This Jardin is the most pleasant promenade in Geneva. Further west, and also opposite the gardens, are the Couronne and the Lac. Farther west, and opposite the second bridge, is the Ecu de Geneve. In the Place de Bel-Air, opposite the Post-office, is the Hotel de la Poste, a comfortable house, and more moderate.

Hotels on the right bank of the Rhone commencing from the east :—Beau Rivage ; La Paix, considered the most select ; Russie and Bergue, opposite Rousseau's Island. Behind the Russie is the Hotel Victoria, next to the Anglican Chapel. Fronting the station is the Hotel Suisse, in the Place Cornavin. The omnibus for Ferney, where Voltaire resided, starts from the Hotel Suisse.

Steamboat wharfs on both sides of the Rhone. The steamers of the Swiss Company start from the pier in front of the bronze statues in the Jardin Anglais, and those of the Italian Company from the pier a few yards eastwards. Both Companies land passengers at the pier on the right bank, opposite the Hotel Russie.

The coach-offices for Chamonix, Sallanches, St. Gervais-les-Bains, Bonneville, Annecy, etc., are on the Grand Quai, on the left side of the Rhone, fronting in part the Jardin Anglais. The best start from the office of the Messageries, No. 28 Grand Quai ; and from the office of the Agence des Postes Fédérales, No. 12 Grand Quay.

From Nos. 5 and 7 Rue de Rive, a street behind and parallel to the Grand Quai, diligences of an inferior kind start also for Chamonix, Bonneville, Annecy, etc. An omnibus starts for St. Julien from the corner of the Place de Bel Air.

For the time of departure of the trains, steamboats, and coaches, see the Time-tables called the "Guide Privat," or the "Guide Chaffard," sold all over the town, price 30 centimes.

*Cabs.*—The stands are on the Grand-Quai, the Quai des Bergues, the Place Neuve, and Place Bel-Air. The hour, 2 f. 50 c. Every additional quarter of an hour, 65 c. To any place within Geneva or in the suburbs, 1 f. 50 c.

Boats (Peniches) with one rower, 2 to 3 fr. per hour. Without a rower, 80 c. per hour. See C. B. Black's "Switzerland."

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EVERY PERSON about to effect an Assurance on his Life, or to renew one already effected, should satisfy himself that the Office with which he deals—

- (1) Affords security for the fulfilment of its engagements; (2) Gives some guarantee for, and proof of, careful management; (3) Charges moderate Premiums, yet such as are undoubtedly sufficient to secure the object of Assurance;

AND would do well to give a preference to an Office that besides fulfilling these conditions—

- (4) Publishes information to enable Assurers to form a correct estimate of the cash payment or reversionary benefit that would be allowed for surrender of an Assurance of any duration; and (5) whose Policy is free from all unnecessary restrictions, and as far as advisable indisputable.

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THE following short PROSPECTUS is offered to show in how far the

# *CITY OF GLASGOW*

## *Life Assurance Company*

ESTABLISHED 1838

INCORPORATED BY SPECIAL ACT OF PARLIAMENT

fulfils the foregoing conditions, and is deserving of the support of the assuring Public.

### **I. SECURITY FOR FULFILMENT OF ENGAGEMENTS.**

#### **Capital and Proprietary.**

The subscribed Capital of the Company is Six Hundred Thousand Pounds, in 24,000 Shares of £25 each—of which £60,000, or £2 : 10s. per share, is paid up and invested. The Company regulate the transfer of shares and admission of partners under powers conferred by their Contract of Copartnery and special Act of Parliament.

#### **Valuation of Liabilities—Reserve.**

Every fifth year, a valuation of Liabilities to Policyholders and Annuitants is made by a qualified Actuary. The last valuation made, as at 20th January 1869, showed that these Liabilities were considerably less than the Assets; from which last were carefully excluded paid-up Capital, £60,000, and the loading on Premiums receivable—that is, the sum charged to cover expenses and possible increased rate of mortality, and also ensure Bonus Additions—the present value of which Reserved Premium is from TWO HUNDRED THOUSAND to TWO HUNDRED AND FIFTY THOUSAND POUNDS.

### **II. GUARANTEES FOR CAREFUL MANAGEMENT.**

#### **The Direction.**

The Directors are all Proprietors, and many of them Policyholders. Those presently in office hold among them Two Thousand Five Hundred and Thirty Shares, representing Six Thousand Three Hundred and Twenty-five Pounds of the Paid-up Capital, with an additional liability of Fifty-six Thousand Nine Hundred and Twenty-five Pounds for Capital uncalled, and are thus largely interested in careful management.

### Investment of Funds.

The Investment of the Company's Funds is regulated by the Contract and Act of Parliament before referred to, which bind the Directors to invest Surplus Income in the purchase of, or lending upon, certain named securities, principally public funds and real estate in Great Britain and Ireland, and in Her Majesty's Colonies and Dependencies, *avoiding Foreign Securities of every description*, and limiting dealings in the securities offered by Railways and Canals to the preference or guaranteed shares or stocks, etc., or mortgages of Companies paying dividends on their ordinary shares or stock. Once every year a Committee of the Directors in Glasgow examine and report on *all* existing Investments, which, with the securities held for them, have also the attention of the Company's Auditor, and of Committees of the London and Edinburgh Boards.

### Publication of Accounts.

For some time past Balance-Sheets have been published by this Company. The following, made up in the form prescribed by "The Life Assurance Companies Act, 1870," forms one of a series of Accounts and Returns that can be had on application at any Office of the Company.

#### BALANCE-SHEET ON 20TH JANUARY 1873.

LIABILITIES.		ASSETS.*	
Shareholders' Capital paid up . . . . .	£60,000 0 0	Mortgages on Property within the U. K. . . . .	£278,088 6 9
Assurance Fund £634,111 8 4		Loans on the Company's Policies . . . . .	47,304 0 5
Total Funds as per first Schedule . . . . .	£694,111 8 4	Investments—	
Claims admitted but not paid . . . . .	34,611 3 2	In Indian and Col. Gov. Securities . . . . .	27,083 16 4
Claims expected in respect of deaths known to have occurred in previous year . . . . .	3,907 15 0	Railway Debs. and Deb. Stocks . . . . .	58,605 14 11
Collected for Fire Insurance . . . . .	38 1 6	Railway Shares (Pref. and Guar.) . . . . .	119,523 7 6
		House Property . . . . .	37,155 11 3
		Company's Stock purchased . . . . .	15,903 0 0
		Feu-duties and Ground-Rents . . . . .	60,165 10 3
		Loans on the Company's Stock . . . . .	570 0 0
		Reversions Purchased . . . . .	11,350 19 0
		Government Annuities . . . . .	338 0 0
		Survivorship Annuity . . . . .	490 0 0
		Loans upon Personal Security . . . . .	14,650 17 4
		Agents' Balances . . . . .	2,484 2 7
		Outstanding Premiums ( <i>days of grace running</i> ) . . . . .	21,324 12 5
		Outstanding Interest (includes £7,035 accrued since last payment) . . . . .	7,670 10 5
		Cash—	
		On Deposit . . . . .	£16,241 12 4
		In hand and on Cur. AC. . . . .	11,912 0 8
			28,153 13 0
		Other Assets—	
		Office Furniture . . . . .	970 2 5
		Stamps . . . . .	73 5 2
		Bills Receivable . . . . .	762 18 3
			£732,668 8 0
			£732,668 8 0

\* Value of sums reassured, a valuable asset excluded by Act.

One great and original feature in the practice of this Company is the

### III. MODERATE RATES OF PREMIUMS CHARGED.

These—of which specimens are given below—are calculated rather to secure from the outset the largest sum a given payment will assure *with absolute safety*, than to create a large surplus for division as Bonus.

#### Equal Annual Payments for Assurance of £100.

##### HOME RATES—WITH PARTICIPATION IN PROFITS.

Age next birthday.	Assurance payable at Death only.			Assurance payable at Death, or on attaining			Age next birthday.
	Life Payments.	Twenty Payments.	Ten Payments.	Age 65.	Age 60.	Age 55.	
20	£1 17 0	£2 19 7	£4 18 8	£2 8 10	£2 13 6	£3 0 3	20
22	1 19 0	3 1 9	5 2 1	2 11 7	2 16 9	3 4 5	22
24	2 1 1	3 4 3	5 5 11	2 14 7	3 0 6	3 9 2	24
26	2 3 5	3 7 0	5 10 0	2 18 0	3 4 8	3 14 8	26
28	2 6 0	3 9 10	5 14 5	3 1 9	3 9 5	4 0 10	28
30	2 8 5	3 12 4	5 18 3	3 5 7	3 14 4	4 7 8	30
32	2 10 11	3 14 11	6 2 0	3 9 9	3 19 9	4 15 6	32
34	2 13 10	3 17 8	6 6 3	3 14 6	4 6 2	5 2 10	34
36	2 17 0	4 0 9	6 11 0	4 0 0	4 13 8	5 16 3	36
38	3 0 7	4 4 0	6 16 1	4 6 2	5 2 6	6 10 3	38
40	3 4 6	4 7 5	7 1 4	4 13 4	5 12 11	7 9 0	40
42	3 8 4	4 10 8	7 6 0	5 1 2	6 5 0	..	42
44	3 12 7	4 14 0	7 10 5	5 10 4	7 0 6	..	44

##### HOME RATES—WITHOUT PARTICIPATION IN PROFITS.

Age next birthday.	Assurance payable at Death only.			Assurance payable at Death, or on attaining			Age next birthday.
	Life Payments.	Twenty Payments.	Ten Payments.	Age 65.	Age 60.	Age 55.	
20	£1 12 11	£2 11 8	£4 7 6	£1 19 11	£2 3 1	£2 9 0	20
22	1 14 7	2 13 7	4 10 7	2 1 6	2 6 1	2 12 10	22
24	1 16 5	2 15 8	4 13 11	2 4 3	2 9 5	2 17 2	24
26	1 18 7	2 18 0	4 17 8	2 7 4	2 13 3	3 2 2	26
28	2 0 9	3 0 6	5 1 6	2 10 9	2 17 6	3 8 0	28
30	2 3 0	3 2 9	5 4 11	2 14 2	3 2 1	3 14 5	30
32	2 5 2	3 4 11	5 8 3	2 18 0	3 7 1	4 1 9	32
34	2 7 9	3 7 4	5 12 0	3 2 5	3 13 1	4 10 8	34
36	2 10 8	3 10 0	5 16 2	3 7 6	4 0 2	5 1 7	36
38	2 13 9	3 12 10	6 0 9	3 13 4	4 8 6	5 15 1	38
40	2 17 2	3 15 10	6 5 4	4 0 1	4 18 6	6 12 2	40
42	3 0 8	3 18 7	6 9 6	4 7 6	5 10 2	7 14 0	42
44	3 4 4	4 1 6	6 13 5	4 16 3	6 4 8	9 3 5	44

NOTE.—The above Rates cover residence in Europe, and in great part of America, South Africa, and Australia, see page 7.—Rates for Civilians in the East Indies, and for acclimatised Civilians in the West Indies about £2 per cent extra.

Another feature introduced in 1868—a great improvement in the practice of Life Assurance—is the addition to the contract of conditions by which the

#### IV. VALUES OF ASSURANCES AT FUTURE DATES

are readily ascertained by the Policyholder, each Policy now issued containing the following among other stipulations:—

##### **Fixed Minimum of Cash Surrender Value.**

“Holders of Policies of Assurance for the whole term of Life, or of Policies payable on the attainment of a given age or at death if previous, who may wish to surrender after payment of three full equal annual Premiums, are guaranteed a return of *not less than two-fifths of the ordinary Premiums* paid if the Assurance be ‘With Profits’ and Bonus has not been surrendered, and one-third of the *ordinary Premiums* paid if the Assurance be ‘Without Profits.’”

NOTE.—The amount of the Bonus of the future being uncertain, this simple regulation enables Assurers “With Profits” to approximate FUTURE cash values of their Policies more readily, and at least as correctly, as extended Tables. The PRESENT cash values of Policies are quoted, free of charge, on application at any of the Company’s Offices or Agencies.

##### **Fixed Minimum of Reversionary Surrender Value.**

1. When the Assurance is contracted for by a limited number of Payments.

“Holders of Policies of Assurance for the whole term of Life by a limited number of equal payments, or of Policies payable on the attainment of a given age or at death if previous, on lives not liable to extra charge for occupation or foreign residence, who may wish to discontinue after making three full years’ payments (or, one-fifth of the number stipulated for, if less than fifteen), are guaranteed a paid-up Policy—being one exempt from future payments—for such proportion of the original sum Assured and vested Bonus Additions, as the number of payments made bears to the number stipulated for.” . . . . .

EXAMPLE.—A person aged 25 can assure for £1000 with Profits, payable at death, for 20 Annual Payments of £32 : 15 : 10.

Should he wish to discontinue payments he is guaranteed a paid-up Non-participating Policy—

In 5 years of £250—5-20ths of original sum assured—with relative Vested Additions.

In 15 years of £750—15-20ths of original sum assured—with relative Vested Additions.

And in other years proportionate sums with relative Vested Additions.

2. When the Assurance is contracted for by payments to continue during life.

“Holders of Policies of Assurance for the whole term of Life by equal annual payments, on lives not liable to extra charge for occupation or foreign residence, who may wish to discontinue after payment of three full years’ Premiums, are guaranteed a paid-up Policy—being one exempt from future payments—for a proportion of the original sum Assured, increasing with the number of Premiums paid (as shown in the Company’s published Tables), along with the whole vested Bonus Additions.”

The following TABLE shows the Amount which, *with existing Vested Additions*, is guaranteed as a non-participating 'Paid-up Policy,' to Assurers by equal Payments during Life, Home rates, who wish to discontinue after Three or more Years' Payments.

Age at Entry.	AMOUNT IN LIEU OF ORIGINAL ASSURANCE OF £100 STERLING.						Age at Entry.
	After 3 Years' Payments.	After 6 Years' Payments.	After 9 Years' Payments.	After 12 Years' Payments.	After 15 Years' Payments.	After 20 Years' Payments.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
21	6 12 8	13 1 2	19 7 0	24 14 0	30 0 0	38 10 0	21
23	6 14 9	13 3 6	19 7 8	25 0 0	30 10 0	38 17 0	23
25	6 17 2	13 5 9	19 8 6	25 7 0	31 0 0	39 4 0	25
27	6 19 8	13 7 10	19 10 0	25 13 0	31 4 0	39 14 0	27
29	7 3 0	13 9 4	19 18 0	26 0 0	31 9 0	40 14 0	29
31	7 5 10	13 14 0	20 12 0	26 10 0	32 4 0	42 8 0	31
33	7 8 9	14 2 0	21 2 0	27 1 0	33 4 0	44 2 0	33
35	7 11 8	14 10 0	21 6 0	27 14 0	34 10 0	45 16 0	35
37	7 14 10	14 14 0	21 11 0	28 12 0	36 2 0	47 9 0	37
39	7 17 6	14 18 0	22 3 0	30 1 0	37 13 0	49 0 0	39
41	8 0 10	15 5 0	23 8 0	31 16 0	39 10 0	50 1 0	41
43	8 5 0	16 10 0	25 8 0	33 16 0	41 10 0	51 0 0	43
45	8 15 0	18 5 0	27 7 0	35 17 0	43 2 0	52 2 0	45

A third feature of the Company's practice is the

## V. FREEDOM FROM UNNECESSARY RESTRICTIONS.

### Foreign Travel and Residence.

Parties assured under Policies for the whole term of life, or under Policies payable on the attainment of a given age or at death if previous (*Endowment Assurances*), who are not seafaring persons by occupation, and provided they are not about to reside in a country for which an Extra Premium is exigible, are allowed at any time to pass and repass by sea from one part of the world to another, and to land at any port which may be entered during the prosecution of the voyage, also to reside in the majority of British Colonies, Maderia, Buenos Ayres, and in great part of North and South America, *without payment of extra Premiums*.

### Indisputable Policies.

On the expiry of five years from date of entry, age having been proved, Policies are indisputable on any ground whatever, provided the Premiums, and extra Premiums if exigible, are regularly paid—ALL RESTRICTIONS AS TO FOREIGN RESIDENCE BEING REMOVED FROM WHOLE LIFE AND ENDOWMENT ASSURANCE POLICIES IF THE LIFE ASSURED HAS NOT DURING THE SAID FIVE YEARS PROCEEDED TO ANY COUNTRY FOR WHICH EXTRA IS CHARGEABLE.

THE CITY OF GLASGOW LIFE ASSURANCE COMPANY SETTLE Claims under Policies *three months* after proof of death ; or earlier under discount when considered expedient by the Directors. Claims arising by death of the Assured within the days of grace allowed for payment of the Premium are not prejudiced thereby, provided payment be made within one month from the expiry of the said days of grace.

*For the convenience of Assurers proceeding to, or residing in, British Colonies or Dependencies, this Company sought and obtained*

SPECIAL POWERS, under private Act of Parliament, which enable the Directors to settle Claims '*on production of any probate of the Will of the deceased, or letters of administration of his estate, whether obtained in England, Ireland, in the East Indies, or Her Majesty's Colonies or Dependencies abroad.*'

#### THE PROFITS OF THE COMPANY

are ascertained and divided every five years, a Reversionary Bonus being added to each Participating Policy in proportion to the amount, *including Bonuses previously declared and existing*, assured by it at the time. Policies participate from the date of their issue, except where Half-Premiums only are paid ; but the Bonuses do not *vest* until the Policies have participated for five years.

An intermediate Bonus is added to all Participating Policies of five years' standing that become claims between the periods of Division.

**Profits are to be divided at 20th January 1874.**







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By C. B. BLACK.

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